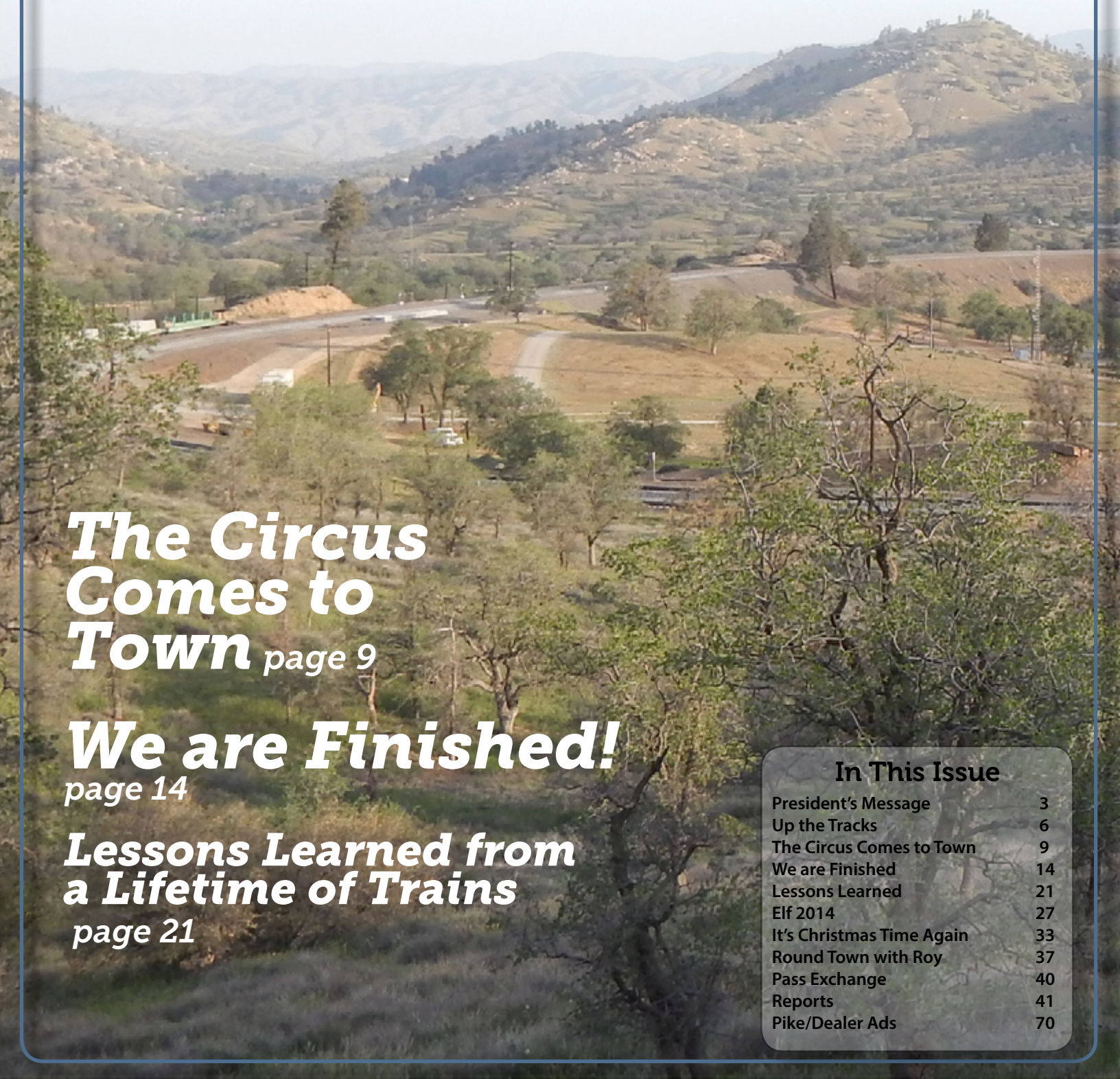
The Marker Lamp

Volume 61 Number 1 Winter 2015



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The Marker Lamp

The Official Publication of
The Lone Star Region of the
National Model Railroad Association

Volume 61, Number 1

EDITOR
RILEY TRIGGS
1005 Robert E Lee Rd
Austin, Texas 78704-2026
512.636.3521
rileytriggs@gmail.com

ASSOCIATE EDITORS
GERT "SPEED" MULLER
gertmul@gmail.com

BOB BATSON
bobbatson48@gmail.com

ADVERTISING
DONNA ORR
2625 Rolling Meadows Dr.
Rockwall, TX 75087
972.342.8598
dlo-rls@sbcglobal.net

Visit the LSR's web page at:
www.lonestarregion.com

The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Donna Orr, 2625 Rolling Meadows Dr., Rockwall, TX 75087 (972) 722-4769 dlo-rls@sbcglobal.net

Cover photo
Tehachipi Loop
by
Craig Tribuzi

Submission Deadlines &
Advertising Closing Dates

Winter Issue.....January 15
Spring Issue .....April 15
Summer Issue.....July 15
Fall Issue.....October 15

Internet Post Date:
Approx. 30 Days After Deadline.
Materials received after the deadline will be held for the next issue.

Lone Star Region Call Board

LSR Officers

PRESIDENT
STEVE BARKLEY, MMR
2060 Belvedere Drive
Beaumont, Texas 77706
(210) 653-5947
baylormax@aol.com

VICE-PRESIDENT
BOB BARNETT
2925 Plumb Street
Houston, Texas 77005
(713) 660`8820
rbarnett@hrgreen.com

SECRETARY
JEFF PALMER
2806 High Plateau Dr.
Garland, Texas 75044
(972) 495-2097
res06wqv@gte.net

BOARD ADVISOR
BILL MCPHERSON
4402 Vista Creek Dr.
Rowlett, TX 75088
(972) 463-9721
tpbill@verizon.net

TREASURER
DONNA ORR
2625 Rolling Meadows Dr.
Rockwall, TX 75087
(972) 722-4769
dlo-rls@sbcglobal.net

SECRETARY-EMERITUS
EUNICE LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
jlinda@hot.rr.com

LSR Directors-At-Large

DIRECTOR-AT-LARGE
DUANE RICHARDSON, MMR
1122 Holland Drive
Garland, Texas 75040
(972) 495-6375 E-mail:
duane@purgatoryanddevilriver.com

DIRECTOR-AT-LARGE
CHUCK LIND, MMR
3680 CR 324
Navasota, Texas 77868
(979) 219-3305
Chucklind46@gmail.com

DIRECTOR-AT-LARGE
ART HOUSTON
209 Sugar Highland Blvd.
Houma, Louisiana 70360
(504) 723-9290
ahouston3@charter.net

LSR Division Directors

(1) COWCATCHER DIVISION
CHRIS ATKINS
1633 Parkside Trail
Lewisville, Texas 75077
(214) 222-1285
chris@railroadermodelers.com

(2) BAYOU DIVISION
ROD FREDERICKS
640 Chippenham Dr.
Baton Rouge, Louisiana 70808
(225) 766-8014
fredericks.rod@gmail.com

(3)TRINITY RIVER DIVISION
JERRY HOVERSON, MMR
52 COUNTRY RIDGE ROAD
MELISSA, TX 75454
(972) 540-5315
jkhoverson@gmail.com

(4) CEN-TEX DIVISION
PETER KAZMIR
2022 Foothills
Leander, TX 78641-2376
(512) 259-6720
pakazmir@gmail.com

(5) DIVISION
DAVE LAMBERTS
3717 95th Street
Lubbock, Texas 79423-3811
(806) 792-7244
DavidWL1944@aol.com

(6) DIVISION
KEVIN BERGEMAN
3318 Windy Ridge Ct
San Antonio, TX 78259-2607
(210) 488-4370
kevin.bergeman@gmail.com

(7) DIVISION
DON P. KIMMELL
9132 Mansfield Road
Shreveport, Louisiana 71118
(318) 798-7718
elf4kcs@mac.com

(8) TEXAS GULF DIVISION
JIM LEMMOND
2821 Frostwood Circle
Dickinson, Texas 77539
281-534-6179
281-229-0845
jimlem@verzion.net

LSR Chairs

ACHIEVEMENT PROGRAM
DUANE RICHARDSON, MMR
1122 Holland Drive
Garland, TX 75040
(972) 495-6375
duane@purgatoryanddevilriver.com

PUBLICATIONS-ML EDITOR
RILEY TRIGGS
1005 Robert E Lee Rd
Austin, Texas 78704
(512) 636-3521
rileytriggs@gmail.com

CONTEST CO-CHAIR
CHUCK LIND, MMR
3680 CR 324
Navasota, Texas 77868
(979) 219-3305
Chucklind46@gmail.com

CONVENTION
JACK MERKEL, MMR
2408 Whitewater Drive
Bertram, Texas 78605
(512) 355-3289
ElmerMerk@aol.com

HISTORIAN
JIM LONG, MMR
2404 Creek Ridge
Pearland, Texas 77581-5728
(281) 482-4987
(no email)

CONTEST CO-CHAIR
LOREN NEUFELD, MMR
9821 Oboe Dr.
Houston, Texas 77025
713-666-8451
lorenmr@aol.com

EVENTS
BILL DRYDEN
1411 Briar Hill Drive
Georgetown, Texas 78626
(469) 964-8571
bdr149@airmail.net

WEB SITE-PUBLIC RELATIONS
JEFF PALMER
2806 High Plateau Dr.
Garland, Texas 75044
(972) 495-2097
res06wqv@gte.net

NOMINATIONS
BLAKE BOGS
8202 Pine Thistle
Spring, TX 77379
(281) 655-0177
superchief15@yahoo.com

MEMBERSHIP CO-CHAIRMAN
LARRY SWIGERT
6548 Clearhaven Circle
Dallas, Texas 75248
(972) 239-0909
LS4Results@aol.com

EDUCATIONAL CHAIR
TRACY MITCHELL, MMR
12018 Troulon
Houston, Texas 77072-4032
(281) 495-1669
E-mail: traymit@comcast.net

PHOTOGRAPHY CHAIR
DAVE LAMBERTS
3717 95th Street
Lubbock, Texas 79423-3811
(806) 792-7244
DavidWL1944@aol.com

MEMBERSHIP CO-CHAIRMAN
MIKE MACKEY
1700 Desperado Road
Fort Worth, TX 76131
214-460-1329
mikemackey_tx@sbcglobal.net

NON-RAIL
VIRGINIA FREITAG
1835 Alta Vista
Houston, Texas 77023-2503
(713) 926-2993
v-gfreitag@comcast.net

YOUTH/PARLIAMENTARIAN
BOB MANGRUM, PHD
112 Broken Arrow St.
Early, Texas 76802-2531
(325) 643-1219
rmangrum@hputx.edu

President's Message

by Steve Barkley, MMR

The Mid-Year Meeting was convened January 31st here in Beaumont where the 2015 convention will be held this coming July 22 through 25. My home is in Beaumont, and I volunteered to hold an operating session for several of the attendees. So, for the past month I've been in the train room tweaking semaphore signals, troubleshooting switches, cleaning track, running test trains, and hunting gremlins.

I hoped that I had caught and banished most of the gremlins that live in my train room. Some still came to life on operations day. They were not welcome! Still, a good time was had by all.

A good friend, Marty Naul, explained this to me. When the owner of a layout hosts an operating session, many more modelers will be running trains than normal. Many guest operators do not know the layout. More mistakes are made. Derailments increase. An operating session "stress tests" a layout, reveals hidden or previously ignored problems, and wakes up and motivates the gremlins.

Still, operating sessions are fun! Many of you have been fortunate to see and perhaps operate on Don Bozeman's Great Great Northern Railway in Houston. He has developed operating rules for guest operators. Rule Number 1 is "You are here to operate, but not at the expense of having FUN!" Check out Don's layout and the remainder of his rules for visiting operators at: http://www.donbozman.com/

LSR Convention Chair

Bill McPherson resigned as the LSR Convention Chair following the Mid-Year meeting. He had been considering this change for some time. Please read his article reflecting on his service in this issue.

I was privileged to present Bill with the President's Award at our last convention. Not only did Bill serve as the Convention Chair for many years, he also served two terms as LSR President, terms as the LSR Vice President, and will continue to serve as the LSR Board Advisor.

Jack Merkel, MMR has agreed to serve as the new LSR Convention Chair. Jack served several terms as the LSR Centex Division 4 Director. He was Convention Chairman for the last highly successful Round Rock convention. Welcome, Jack!

2016 Convention in Arlington

Mike Mackey and John Garfield have volunteered to chair the 2016 LSR Convention. It will be held in Arlington, Texas. John and Mike are excited about bringing the LSR back to the Metroplex.

2015 Convention in Beaumont

The 2015 LSR Convention will be in Beaumont July 22 – 25. This is the first time the LSR has held its annual convention in Beaumont. George Bohn is the convention chair. Take a look through his article in this issue for a preview of what to expect. I think that you and your families will enjoy coming to Southeast Texas for our convention.

My layout will be open for visitation and for at least one operating session during the convention. Dave Cummings and Mickey Taylor will both have their layouts open. Several modular layouts will be set up at the convention hotel. Operating sessions will be hosted at the convention on these modular layouts. Come learn how much fun operating on a modular layout can be. Check out the convention website: http://www.lsr2015.com/

Please come to the LSR Convention in Beaumont July 22 – 26. You'll have a great time, sample Southeast Texas seafood, operate on modular layouts, and visit some interesting and unique home layouts.

On the Relationship of CVs, Thesis Statements, and *Place*

by Riley Triggs

One of two 44-tonners on the Hoboken Shore Railroad, 700 is clean and ready to work along the cobblestone streets of the rough and decidedly unglamorous Hudson River waterfront. Photo in collection of author.

A recent long email thread between modelers in Kansas City and Austin has centered around CV settings (Configuration Variable - how one programs a DCC decoder) for realistic operation of locomotives. The concern has been to accurately set momentum, braking, and sounds properly to achieve the feeling of running an actual locomotive. This feeds directly into a running conversation among several of my modeling friends about the central organizing principle of layouts, or the thesis statement, that governs decisions about the construction and operation of a layout. Like anything in life, I believe having a central conceptual basis, or reason, for what you are doing with your layout makes your endeavor more cohesive, focused and helps it communicate your vision and intent more clearly.

I will concede that a majority of modelers may believe that a rigorous conceptual basis for a model railroad takes the fun out of the pursuit, because the enjoyment comes from doing whatever seems like fun at the moment. I can not stress enough that I have no problem with spontaneity and undirected play at all as a fun way to practice model railroading. (See my Fall 2013 ***ML*** editorial in vol 59, number 4 where I talk about modeling to escape versus modeling to engage.) But, suspend your disbelief for a moment if you think that modeling to engage sounds too much like work, and please think of it as just getting really involved in playing.

A huge part of any game and even undirected play involves a set of rules, or constraints, that make the game more fun for everyone, even if you are the only one playing, because how are you going to know what you are doing or if you are doing it well or not without rules? For me, having that central organizing principle or thesis statement is rule number one. Without knowing what I am setting out to do, how will I know if I do it or not? There may be several types of theses possible, but I would say that they are all sub categories of a very large catch-all bucket of categories that involve the idea and communication of the qualities of place.

On my layout, I am still developing my thesis, but the trajectory has something to do with conveying identity and the relationship of customer and railroad. Being a short line railroad, the Hoboken Shore had intimate interaction on a daily basis with its customers. My questions for this are, how could one model this closeness, and how can personalities come into play?

On the Waterfront, which was filmed along the HBS right of way, provides an excellent example of the turmoil and roughness of the moment in time of the environment surrounding the HBS. I'd like my layout to impart some sort of understanding of this, and what it may have been like to work on a railroad in that particular place. Because of this trajectory, it becomes necessary to focus on the operator as individual within the context of 1950s Hoboken.

The HBS was already waning on the heels of its busiest time during WWII. There must have been a malaise settling on the town and railroad as things were falling apart all over the Mile Square City. The mayor owned the local garbage collection company, and when decisions weren't made to his satisfaction, he refused to pick up trash for several weeks until the decisions were reversed. Graft, corruption, and general New Jersey politics led to empty buildings, dirty, malnourished children roaming the streets, and general hard times while the rest of the country was enjoying a post-war boom. It was so bad, that the mayor enacted a law that made it illegal to photograph the city during this time.

Capturing the idea of a place is a topic of an excellent blog post entitled "Power of Place" I read recently from Mike Cougill at his OST Publications blog. In it he explores the notions of *place* and the challenges of modeling them on a layout. He says,"in modeling, we give scant notice to how the railroad and community grew together. We only give a cursory acknowledgment of how the railroad fits the landscape and in turn, is shaped by it." We do tend to become fixated on the stuff and techniques of the layout instead of the overall effect we are trying to achieve. A 'can't see the forest for the trees' sort of thing, but I believe that creating an idea of place is the central reason behind creating any layout.

The place of Hoboken, NJ in 1959 is what I am modeling, so what does locomotive sound have to do with this? Simply and directly, the pace of operation for switching multiple industries in an urban setting is necessarily slow, so I want to make operation about the little things that were a part of the everyday movement of goods and products around the waterfront. This was what the railroad crews had, everyday things in small quantities that made up their entire lives. No varnish whizzing by at speed, no thundering Big Boys belching steam, nobody to really notice what was going on except for the people they dealt with everyday at the coffee factory, the shipyard, and the piers. The world was a small one connected to the globe, and it was these individual sounds that made up the ebb and flow of the aural scenery.

It is easy to get sucked into tweaking CV settings on a locomotive just for the sake of getting the sound 'right'. My driving interest, though, is to provide user feedback that makes prototypical operation easier and more enjoyable for the operator on my layout so that the idea of the *place* comes through. Keeping this in mind while performing a seemingly isolated task of CV setting is important to me.

So hearing the small, but can-do nature of the revving of a 44-tonner before it moves is modeling the character and the reality of the Hoboken Shore Railroad. It wasn't glamorous, it wasn't pretty, but it was specific and part of the everyday experience of the individuals of the railroad, and that's important. This small sound detail directly helps the central conceptual basis for my layout to communicate the particular qualities of place of Hoboken, NJ and how the railroad fit into it. For me, this makes for loads of fun by being focused, rigorous and deliberate in my play.

More

For a great example of a strong, central thesis in a model railroad, see Jim Senese's layout. He has a clear intent for operators to explore the interaction of multiple railroads with differing personalities on his "Kansas City Terminal RR." You can see his layout in Model Railroad Planning 1998, or, better, yet, go see it in person during the Tulsa LD/Opsig event in March. http://www.ldopsigmeet.tulsanmra.org/

I think *place* is a great topic for further exploration and conversation. I'd like to hear from you if you know of modelers who make place an important part of their layout.

rileytriggs@gmail.com
ponyrr.blogspot.com

Up The Tracks

By Bill Dryden NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me, or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Magazine and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net. Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

Lone Star Region 64th Annual Convention (2015)
The Lone Star Region NMRA 64th Annual Convention will be held in Beaumont July 22 – 25, 2015.
Check the Convention website http://lsr2015.com/ or the LSR website http://www.lonestarregion.com/content/convention-info Come all!! PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Trinity River Division - Garland
The Trinity River Division meets on the Second Saturday of every month at Christ the Servant Lutheran Church, Allen. Occasionally the day or branch changes due to scheduling conflicts so pay close attention to the e-mail meeting notices that go out a week before the meeting. If you would like to be added to the e-mail list contact Jerry Hoverson at JKHoverson@tx.rr.com.

LSR Division 4 – Cen-Tex Division – Austin
The Cen-Tex Division meets quarterly at the main branch of the Round Rock Library in downtown Round Rock. Meetings include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see http://centexnmra.org or contact director@centexnmra.org to be added to our mail list.

Alamo Model Railroad Engineers - San Antonio
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777.

Houston Area Live Steamers
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White – rick.white.jr@gmail.com for more information.

North Texas Council of Railroad Clubs – Irving
The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

New Braunfels Railroad Museum
Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities,

additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

EVENTS AND SHOWS

February

21st Greater Houston Train Show; 10:00 a.m. to 4:30 p.m.; Adults $6, Children 12–18 $1; under 12 Free ($12 Family max.); Stafford Center, 10505 Cash Road @ Murphy Road, Stafford, TX. For more information: Steve Sandifer (281) 568-9918 or Steve.Sandifer@sbcglobal.net.

March

7th – 8th Longview Model Train Show – CANCELLED

April

11th – 12th New Braunfels Train Show; Sat. 10 a.m. to 4:00 p.m., Sun. 10 a.m. to 4:00 p.m.; Adults $8, Children $2 (5 – 17), under 5 Free; New Braunfels Civic Center, 375 S. Castell Ave., New Braunfels, TX. For additional information, www.nbrrm.org.

25th – 26th Cotton Belt Train Show; Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 am to 4:00 p.m.; Adults $6, Children under 12 Free; Harvey Convention Center, 2000 W. Front St., Tyler TX. For more information, call (903) 571-0220, or (903) 316-9319 or http://www.cottonbeltdepotmuseum.com/cotton10_004.htm

May

16th – 17th Jefferson Train Days (Sponsored by the Jefferson Historical Society & Museum and in part by the City of Jefferson); Sat. 11:00 a.m. to 7:00 p.m., Sun. 11:00 a.m. to 4:00 p.m.; $15.00 (4 Destinations for One Price (R. D. Moses T&P Model Train Exhibit, Rail Baron Jay Gould's Business Car "ATALANTA" Tour, Historic Jefferson Railway Narrow Gauge Train Ride and Train Show at Jefferson Transportation Center), Children under 6 Free; 223 West Austin Street, Jefferson, TX. For more information, call Norman Buell (903) 665-7682 or www.jeffersontraindays.com, www.jeffersonmuseum.com or www.jeffersonrailway.com

July

25th – 26th 2014 SAMRA 13th Annual Summer Family Train Show. Sat. 9:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adult $7, 16 & under Free (Limit 3) with paid adult admission. Carmack Event Center, 1948 Austin Highway, San Antonio, TX. For more information: http://www.samratx.org/shows.html or jamboree@samratx.com

August

23rd – 29th Portland Daylight Express – 2015 NMRA National Convention. Portland, OR. For more information: http://www.nmra2015portland.org/

September

2nd – 5th 35th Annual National Narrow Gauge Convention. Houston, TX. For more information http://www.nngc-2015.com/

October

10th – 11th Texas Western 2nd Annual Train Show; Forest Hill, TXreal notice of the events. Please include any costs for attendance and provide clear, complete contact information in case people have questions.

Folks, if you want to increase attendance, you have to provide information that the attendees will NEED to plan their outings to YOUR EVENT! It truly is our goal to help you make your event a success!
Contact me at bdr149@airmail.net.

NOW AVAILABLE!

Color

Pike and Dealer Ads

Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

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Pike ads are $8 per year and dealer ads are $20 per year.

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LSR NMRA

Then send to:
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2625 Rolling Meadows Dr.
Rockwall, TX 75087

Ads can then be sent as a JPG file attached to an email to:
rileytriggs@gmail.com

The Circus Comes to Town!

Text by Bob Batson
Photos by Bob Batson and Howard Young

Over the years, the circus has been dubbed by many writers as "The Greatest Show on Earth" and has been an inspiration to many children and adults as well. It has even inspired many model railroaders and collectors.

Seventy two year old Howard Young remembers being fascinated as an eight year old watching the Ringling Bros Barnum & Bailey Circus unload just blocks from his Los Angeles home. He stored those memories in his mind and someday wanted to capture such a scene. When he returned to model railroading in 2011, he began collecting circus items, mainly the Micro Trains special runs of circus rolling stock and motive power. On his home layout, he added a siding to park the circus train.

After seeing T-Trak display in the Austin area and how simple the modules were to build and transport, Howard decided to combine his circus interest with model railroading. In 2013 he began building what would become his massive display of circus T-Trak modules. Thus far, he has about 18 feet of modules depicting his "the circus comes to town" which includes not only the downtown buildings, but also a circus parade making its way down main street, and the 'big top' surrounded by numerous arcade booths for games, rides and food.

The small town scene includes detailed structures, many with interior details and LED lighting. The buildings also feature blinking animated neon signs produced by Miller Engineering and rooftop bill boards. Most of the buildings are named after family members.

As the circus parade makes its way down Main Street, you can see the crowds gathered on the sidewalks to see the animals, clowns, floats and other circus attractions making their way toward the 'big top". The parade also includes elephants, a giraffe, dancing horses, camels and other circus animals. Most of these people and animals were produced by Preiser or Woodland Scenics.

What attracts most people is the midway with

all the arcade games just outside the massive tent with its three-ring acts inside. (A section of the tent is cut out so viewers can see the inside) A close look will reveal not only stands filled with people but also a dog act, a lion tamer, and a high wire act with a bike rider! With even a closer inspection, the astute viewer will find children trying to sneak under the tent for a free show! Thousands of people gather around the booths awaiting their turn for a chance to win a teddy bear or to get a corn dog or funnel cake! Howard placed all these people

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individually with glue and tweezers and they are not just randomly placed. Many are in lines around the rides and booths. Most of these figures were ordered in bulk from China. Including the figures in the downtown parade area, there are right at 5000 people on the modules.

Howard's T-Trak modules have been seen at many model railroad events in the Central Texas area. They were at the LSR region convention this past summer in Round Rock and have attracted crowds in Austin, San Antonio and New Braunfels. This past summer Howard packed up his circus modules and made a 1300 mile trip to the N Scale National Convention in Roanoke, Virginia where they were awarded Best In Show among the exhibits there.

As with home layouts, things are never finished! Howard has just recently purchased a wagon loaded with a hippopotamus which is pulled by forty horses. That will become part of the parade. He has also having some custom-made stilt walkers made that will take their places somewhere in the crowd. He also plans to finish adding interior detailing to the other downtown buildings.

Everyone loves a parade! And most of us have fond memories of our first trip to the circus or even seeing the animals and clowns parade downtown. Howard has done an excellent job capturing that memorable scene and it continues to draw "oohs" and "aahs" from the crowds who crouch down to get a closer look. ***ML***

WE ARE FINISHED!

A long time coming,
but now what?

Text by Chip Romig, MMR
Photos by Gert "Speed"Muller

The Colorado and Silver River meets the DRG&W , and we're fully operational!

Every Friday for 7 years, a group of dedicated, enthusiastic model railroaders came to my home and helped me build my railroad. Holly falls and a few small details in the scenery, like lights and mirrors in the mine tunnels and people behind office desks completed the layout.

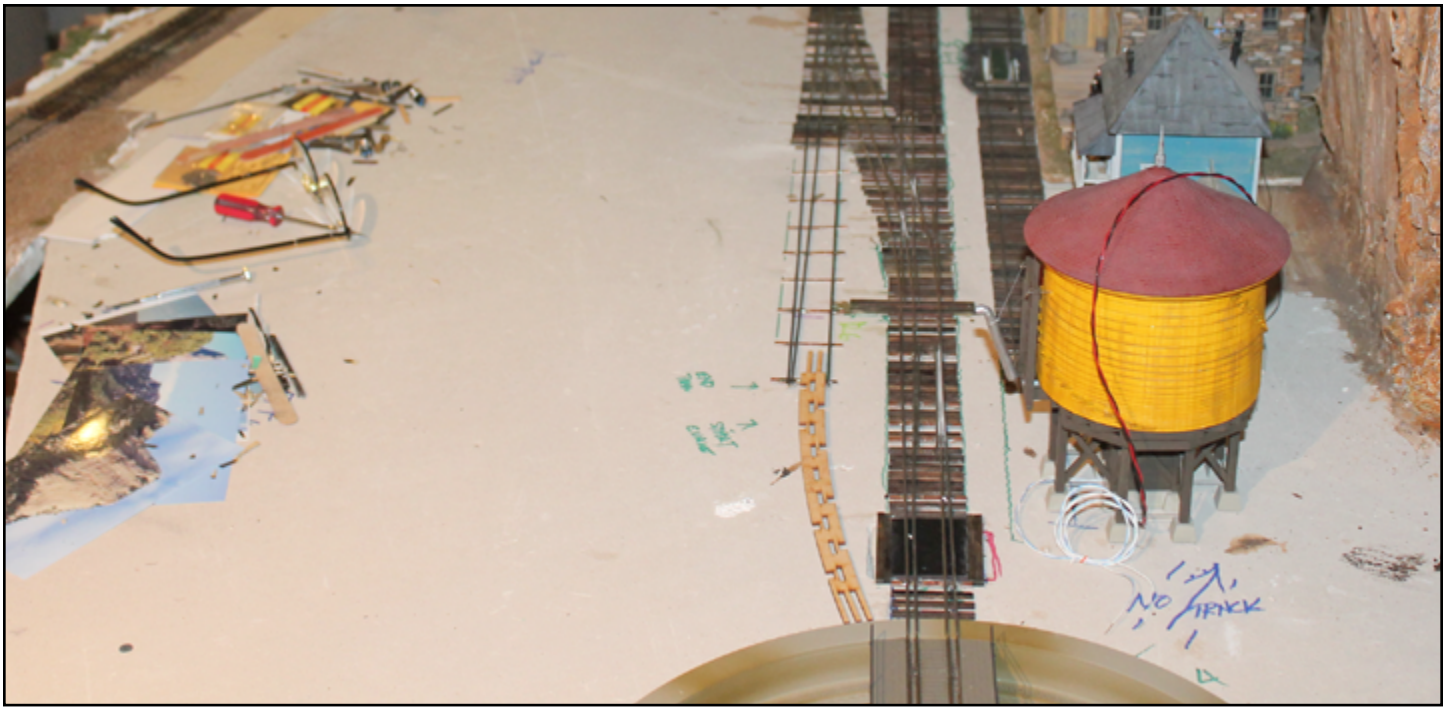
So, what do we do now? We can't operate every week! My layout is S gauge (for operations) and HO in the background for a great perspective view and a nice continuous run during open house. The HO was a good idea, but didn't work well for operating at all.

So, we tore out the upper level and installed S scale narrow gauge in its place. Then to make it really hard, we decided to dual gauge a couple of yards. Oh, by the way, in S scale you have to make the track yourself. Hand-laying track has its own opportunities for fun, frustration and then conversation! But nothing is impossible in this hobby, so we are making good progress.

Adding to the challenge was coming up with a new operating plan. We renamed as well as added a few towns with new industries and new sidings. We are also considering train orders instead of just the perfectly working CTC. We have been working on these changes for about a year now and hope to be finished somewhere in the next six months.

We will publish more photos when it is all done, but please stop by during the Plano Train Show to witness the progress! ML

Chip Romig with a new narrow gauge station and water tower shown at the top



First, there is the new town on the railroad, Leadville. This is where the D&RGW meets the C&SR (Colorado and Silver River) in standard gauge, as well as the starting point of the new narrow gauge D&RGW on the layout. Every track in Leadville is hand laid, just to show we could, and it includes all the dual gauge turnouts and re-railing to get the narrow gauge to the center of the turntable! Oh, that water tower lowers is spout and makes noises too!!!

A view back to the Dispatcher's office. We mention him here, since, as you can see, we had the signals up and ready during most of the construction so that he can get his job done too! (Thank you, Richard!)

The stock pens are serviced by both the standard and narrow gauge, as one can imagine.

Remember the haunted house with the screaming cats? Well, a small relocation project, since the narrow gauge needed staging, too.

Holly falls, still beautiful as ever, was re-"scaled", and now has a small bridge with bigger engines run across! The track was laid and within in a month, the scenery crew was done! (Nice work Albert!)

Now, when you can't reach an industry, put some live stock in, they can climb on by themselves, right?

Look at that trestle bridge -what an awesome project by Howard (better photos and an article in a later issue!)

Not a very attractive photo, but I was promised this corner will become a forest, so lets see how quick trees can grow on the C&SR!

Remember the HO UP yard or coal facility when you climbed up the stairs to see the layout from above? Here is the new lookout. Not all done yet, but a train can travel through on the main line already!

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Lessons learned from a lifetime of trains

Part One

Text and photos by Blake Bogs

Kent recreated the Colorado mountains in G scale in his Charlotte, NC home.

As time goes on, layouts will come together and layouts will fall. In the case of Kent Morris' G scale layout, The Colorado Clear Creek, the layout had to be torn out. In March 2014, a phone call came that Kent needed to tear down his layout. Kent called my family and asked us to come help him tear down his 800 sq. ft. layout. My dad (Barry Bogs, MMR) and I started out in August and headed to Charlotte, North Carolina.

Kent's layout was designed as a mountain, backwoods style layout. Kent had 800 square feet of layout with well over 1,000 feet of track. In the end, he had over 15 locomotives and over 100 freight cars. He had three levels of track that well resembled Colorado. Kent designed his layout in such a way that it has continuous running along with operation. It also featured a huge logging style roundhouse, a huge yard for car storage, a Chama oil rack, and several amazing mountain scenes.

Kent started his layout once he retired from his business. He had been planning his layout for several years before this and considered things he knew would come to pass. He knew the layout would have to be taken out some day, so he designed his layout in such a way that it could be easily dismantled when it came time to tear it out. In the process of tearing down the layout, I learned these techniques plus many other smart ideas. Tearing down a layout is a meticulous job. It takes several steps to tear down the layout in a way that doesn't create a big mess. When building a layout, not a lot of people think about the future. Many

modelers only think about the present and the easiest way to finish the layout. In the next two articles, I will be going over things I learned about keeping your layout planning in the future, plus tips to make your layout very user friendly.

The first thing to do is record everything. Everyone makes mistakes while working on a layout. This might be installing a reverse loop in a certain area, or putting in too much switching in a small space. For me, my mistake was putting too many switches and main line running in a small area.

Recording a layout is essential for future layouts. Additionally, you can keep the memories from that layout for the next generation. My dad was featured on the cover of Model Railroader back in 1992. For me, it is very inspiring to see the photos from the old layout, and to compare them to the current layout.

Second, design your train layout while thinking of the future. Kent built his layout in sections so that the take down was very easy. He built the scenery so if you removed four screws, the scenery would instantly come down. Therefore, try to design your layout in such a way that it can be modular so it can be easily taken out or even moved.

Another simple step, USE SCREWS!!!! I highly recommend not using nails while attaching scenery. It makes the take down so simple when you only have to unscrew something instead of taking a crowbar and prying the wood apart. Plus, you don't have the chance of a nail coming out while you are working on your layout or just while running your trains. The only time you should be using nails is when nailing down your track.

Another tip I have learned is if you have a second floor layout, try to allow access out of a window to dump/throw trash out of. While we were at Kent's layout, we had to haul a trash can up and down the second floor to take the trash out of the layout. I highly recommend that you open up a win-

dow and have a big dumpster below to allow yourself an easier time to tear out your layout. If you do not have access to a window, I would highly recommend you invite your friends over and provide free beverage (or food…. Food works better than free beverages) !

As you can see in the photos, we had a whole dumpster full of trash from the layout. This was only the first dumpster. It ended up being two completely full dumpsters.

The Lessons

Track plans are essential for a layout. There have been thousands of plans that have been produced. These plans have varied from a push-pull track plan, to a huge 40 x 60 layout. When you are planning your layout, you need to look at every plan possible. Take a look at the current (or old) new Model Railroaders Track Planning Books, Model Railroader Planning Layouts in Small Spaces,

track planning books, and finally Model Railroading magazine. This could be Model Railroader, Model Railroad Hobbyist, or Model Railroad Craftsman.

Next, if you have the ability, lay out your room in CAD and play with the options you have.

Once you finally find a plan you are happy with, get other people's opinions with the track plan. Every person's perspective is different though. Someone might look at the layout from an operation view, while another person might look at it from a passenger service view.

Most importantly, DO NOT SACRIFICE YOUR RADIUS. Everyone runs different equipment on their layout. For most of us, we are modeling the 1930's and 1940's. This means we will be running big steam locomotives and lots of passenger trains. When you run equipment like this, you will need a big radius, even if you are running modern locomotives, most people own an 844, 4449, or a Big Boy. Therefore, do not sacrifice your radius. You cannot make a 28" radius locomotive run on 18."

If you install hidden storage, try to put some easy accesses for when trains derail or when you need to take out the track. When I was pulling out track, the hardest place for me to access was the hidden storage. I once read in *Model Railroader* that you need to avoid hidden storage as much as possible.

At the time, I thought this was crazy because I was taught that you needed as much hidden storage for storing trains as possible. But, I understand why *Model Railroader* was cautioning everyone from using hidden storage. Storage can be useful but if you have to access it, it can be very difficult.

Since I was nineteen at the time I was ripping at the layout, small spaces were easier for me to

access. But, if you are in your late fifties or older, hidden storage can be extremely difficult if you want to access it. I would still recommend using hidden storage, but be leery where you put it.

Finally, plan your accessibility. If you are forced to have bridges, consider making it a lift bridge. This will increase your accessibility to your layout if you have older people come in. Duck-unders are extremely difficult to duck under when you get older. If you are forced to put a duck under in your layout, put safety bars underneath it to help you get through the area. Additionally, plan your aisle space. If your layout loops through the room, chances are you will have to have people pass by each other. Therefore, try to plan your layout aisles wide enough for two overweight people to pass by each other.

Part two is coming in a later ***Marker Lamp*** and will cover more tips for building your layout and other things to think about when you are building your layout. ***ML***

Petticoat Junction

Text and photos by Blake Bogs

I am the coordinator of the Petticoat Junction Model Railroad Fellowship Group. Each year we have an annual "Open House" where our members bring their current projects. This year our Open House is on March 6, 2015 at Spring Creek BBQ from 6:30 PM - 8:00 PM. We would like to invite everyone to come and join us for this open house.

Our group was started in 2004 with the intention of having a group of friends come together each month to eat barbecue and talk trains. Since 2004, our club has become so much more! We now have a group of members who possess a great wealth of information about model railroading. If you have any questions, someone in our group can probably answer them. Most months we have monthly clinics, and monthly movies preceding and following the clinics. We also have open house 1-2 times a year, and so much more! We are not a NMRA group, although many members of our group are NMRA members. All are welcome!

We meet the first Friday of the month at: Spring Creek Barbecue, 4220 West FM 1960 (east of Stuebner-Airline) Houston, TX 77068. Normally we meet at 6:00 PM

We hope y'all will come and join us for our open house meeting. If you have any questions email us at: Petticoatjunctionrr@gmail.com ML

Elf 2014

Elf Saga-part 15

Text and photos by Don Kimmell

Who could have imagined it was just about 15 years ago when two Kansas City Southern Railroad folks –Jim Davis and Willis Kilpatrick- told us about this "little" project that they were working on, using some "old, soon to be scrapped" flat cars, cabooses and box cars. They even showed us a CAD printout of what they had in mind. Three of us, Tillie, Warren and myself, were interested and told them that if they needed any help, the Historical Society would be ready and willing!! Well, we didn't hear anything for a couple of months, and then in late June 2000, we received a call….HELP! It seemed that the project and gotten a "bit bigger" and they could use some assistance painting and putting a "few" lights on things.

Well, what they didn't mention, this painting would be taking place in a steel frame building-think no A/C-in the middle of Deramius yard, in July/August…. every Thursday evening (6:00pm-10:00pm) and Saturday (8:00am-till ???), till the job was done. Oh, yea, it also was being done on a bit of a shoe-string budget, the cans of paint were donated by a local paint store (who also sold a good bit of paint to the railroad), the lights came from a couple of electrical supply outlets…get my drift. We finally, by the end of August, got all the "cut-outs", all make from ¾" marine plywood, painted, then the staple guns came out! At any one time, I think there were 6 to 8 hand staple guns going, we went through more boxes of staples than you would believe, and a couple of us had "staple-gun syndrome"!!!

It was funny in a way, we put a string of 100 lights on each of the reindeer, and then Willis turned on the power, and said, "…Add another 100." Have

you ever tried to staple a string of lights on the edge of ¾" plywood, without going through the string that is already there!! Meanwhile, the paint shop was painting the cars prior to mounting everything on the outside, let alone decorating the interiors. Are we having fun yet?? Some how by the Monday of Thanksgiving week we, or rather the powers that be, were ready for the "official" unveiling…the volunteers (we were not yet elves) were all invited, along with a good number of railroad officials, to view it for the first time. It was done one evening there at West Tower, and was something to see. So the story began.

This year started out fairly calm, we were asked if we needed anything in terms of supplies, etc, if there were any "problems" with the model railroads, did any of the other decorations need any work, other than the usual cleaning. We could not think of anything that was really that important, and told them so. We figured a couple of Saturday mornings in September and October would take care of the cleaning, testing of locomotives (you would not believe how 5 to 6 hours of continuous running per night for 20+ nights will tear up a loco), replacing the burned out lights, and whatever else comes along. As usual we were sorely mistaken.

We got through September without and issues, but then one of the "bigwigs" popped in,

and…. Time to "re-snow" the white layout, upgrade some of the trees, add a few more people (100+), and "…dust.". Oh, we will order the stuff you need as soon as we get back to KC. Out came the wet/dry vac and off we went…. well, small issue with the snow (white) layout, when I constructed it 12 years ago, I used the available (think free) product to cover the ground…diatomaceous earth. This is a very fine filtering powder, used in restaurants, etc… well, this stuff was so fine, it blew right through the filters in the various vacuums we had…. it created a "drifting fine white cloud" it just covered everything, including the green layout….Back to square one! We ended up putting a double filter bag on the exhaust end of the vacuum, and started over again, are we having fun yet? The new snow arrived on the Friday before Thanksgiving, and the train was leaving on Thanksgiving Day…let's just say we did get some new snow down, in fact it was still drying when we arrived in Baton Rouge the day after Thanksgiving.

This years trip was primarily a "east/west" year, we went as far east as West Point, Mississippi and as far west as Wylie, Texas, with a short trip down on the old L&A. We were visiting 21 cities/towns/villages over 24 days…no breaks in between for restocking.

We hadn't visited Baton Rouge nor Pineville, LA. In a number of years, so we knew to expect a crowd, but what resulted was totally wild-and this is an understatement!!! Our "posted" start time is 4:00pm, but if possible, we will start a bit earlier, like 3:30pm. This will usually allow us to end bout 8:00pm or so. Not this time! We started in Baton Rouge at 3:45pm-a couple of issues with trains-the

"big ones", and ended at 9:30pm…a long night for the first stop! Then it was off to Pineville, LA. We usually have a "good" crowd there, but this year, WOW!!! We started at 3:30pm, and finally got to turn the lights off at…11:30pm!! I guess there isn't too much to do on a Saturday night in central Louisiana, to the tune of over 5100 visitors, which is now our "one night record"!!! We ran out of bags, so we had folks stuffing the bags as fast as we handed them out. Oh, we do get one break each evening, usually some time between 6:00-7:00pm…only this night we could have used a couple! Off to Monroe. Again a busy night! It seemed that each stop, the crowds were larger than the last time we were there! In fact, it was our first visit to West Point, MS—which by the way, has the oldest rail, in the yards there, like 1898!- We had 4100+ visitors come thru the train that night…by the time we got back to Shreveport on the 6th, which was our 9th stop, we had over 33,000+ visitors, shaping up to be a good year.

As we have in the past, we set up at West Tower (Gate 5) off of North Lake Shore Drive - a bit off the beaten track, but that did not deter the crowd. By 3:15pm we had over 300 folks waiting in line, which seemed to be getting longer and longer! In fact, by 5:00pm, we had backed up traffic about 2 ½ miles, past the I-220 interchange, and then some! Another wild night! This year we have been putting Santa "on the ground"; by this I mean he was moved off the train into a protected-think a small cover-on the ground just outside the train. We found that the "lists" were getting longer, so if we have a separate

line just for the Man-in-Red, we can move folks thru the train itself a bit faster. It has been our experience (after 14 years!!) that some folks don't want to see Santa, but only the train…so this works, of course if you want to see him, you get in another line, but this one usually moves pretty fast. This year anything to do with the movie "Frozen" was at the top of the young ladies lists, with Transformers and Hot Wheels leading what the young gentlemen want. I got this info directly from Santa!!!

We finally got the last folks through the train about 9:15pm, but we kept things going until 9:45pm, which seems to be the "new usual" quitting time. Off to Texas!

This year I was put into bedroom "B" in the *New Orleans* - rather nice is an understatement! Of course, there was one "small problem"…it was coupled to the F units, and the "Belle" part of the train was 10 cars long, with each car being 80'…So as you finished each night, you had to trek through the whole train to shed the various layers of clothes you had on, oh yea, one of the cars was the generator car, which required, as per OSHA and FRA, both ear and eye protection! Oh what we do for a train ride! Then you turn around, after shedding a couple of layers, and trek back through the baggage car, generator car, and crew car to reach the dinning car. Oh by the way, each car has a heavy steel door, both to enter and exit. Who says we don't get any exercise on this trip! Now repeat this process for each meal, and then each morning for bagging & cleaning duties. I figured alone, we, the folks that were in the *New Orleans*, walked about 2 ½ miles per day! Are we having fun yet?

I guess we arrived in Wylie yard bout 4:00am, but the train was headed the "wrong way", we

would have to wye. Somewhere in the northeast part of the Metroplex, so we would be headed back east.

This was the 3rd or 4th time I have been on board for this operation, and to this day, I have no idea just where we went, I do remember seeing the LBJ, and Plano Road, but where else – who knows. All I know, was after about 2 ½ hours moving around, we were right back where we had spent the night, pointed east! Are we having fun yet?

Now I did get to see a familiar face there in Wylie, Mr. Dwayne did get to see what I have been talking/writing about for the past 9 or 10 years, did get to show him our "playrooms", and the hardships we are forced to endure while doing the elf bit. (Yea, right!).

Then we went into the "usual" daily routine: eat, bag, clean, brief off time, eat, rest (maybe 1 hour), dress for the evenings festivities, do the elf thing, eat, a bit of socializing, sleep, then wonder which siding we will wake up to the next morning.

One morning this year it was so foggy, we could hardly see the ballast under the track, if it wasn't for the GPS app on our phones, we would not have any idea where we were…actually it was a siding in Como, Texas. Are we having fun yet?

After about 3 days on the train, everything sort of "blends" together…one has to look at the schedule to tell what day/date/place it is. A good exercise in "splendid isolation" I guess. If this is Sulphur Springs, then it MUST be Monday, and if it is Monday, then this MUST be December 8th, so this MUST be Sulphur Springs…gets pretty strange at time, and the longer one rides, the weirder it gets!!!

Actually the weather, which is usually a concern, wasn't too bad for the first half of the trip, then we turned north…well, it got a bit wet…rain a couple of nights, the a bit of sleet, maybe some snow, not too much, but enough to get one into the Christmas spirit! The really cold weather managed to hold off till we reached KC, even then it wasn't too bad, never got below 11 degrees, which for this southern elf is still too cold! Funny thing, the cold didn't affect the folks waiting to visit the train and see Santa, weird.

OK, this years total count was 83,700 folks, over 24 days in 21 locations. We raised $150,000.00 for the Salvation Army to use in the communities we visited. Not too bad.

Will I do it again? Yes, in a heartbeat!

ML

It's Christmas Time Again

Division 3 Christmas Party

Text and photos by Donna Orr

Well it's December again and time for our December meeting! Division 3's second annual Christmas Party was held at the home of Donna Orr and Roger Shank. This year there was a tree in every room, literally every room, that's a total of 16 trees. And of course, happy members everywhere through the house.

The outdoor lighting display grew this year, to 2700 channels and a larger 16' mega tree. 10 songs were programmed to the music, but the most popular was "Let it go" (from *Frozen*). You could stand outside and watch the little kids singing, "Let it go, let it go".

After some mingling and holiday cheer time we had dinner before the super " Deal or Dud", hosted by Larry Swigert. Our treasures in "Deal or Dud" included things such as trips on the Texas state Railroad, and even the Durango and Silverton Railroad. This was a great opportunity for those that attended to mingle and discuss past and future train adventures.

Then we had the white elephant exchange, hosted by Jerry Hoverson. This is always a lot of fun. It really is enjoyed by all especially when the "stealing" begins.

And for the first year we had the "Ugly sweater" contest. And the winner was…… Cody Akin!

Now that the holidays are over its time to think about next year's events and what surprises will they bring?

Happy 2015!! ML

Mingling!

Christmas dinner in the blue room.

Christmas dinner in the red room.

Christmas dinner in the green room.

Everyone shows off their goodies.

Another view of the always entertaining White Elephant gift exchange.

"You got what?"

Cody and his ugly sweater netted a candy-filled train.

Round Town with Roy

Text and images by Roy Stockard

Waiting in the hole, with Smoke & Steam

Prior to 1929, a west bound passenger train pulled by a GN S1 Northern is waiting 'in the hole" on a red aspect as GN Class N3 exits the west portal of Cascade Tunnel and rolls to a station stop at Wellington station to pick up orders. Wellington is at the top of a 20 mile long, 2.2% grade down to Skykomish, WA. Jim's HO Great Northern DC layout has a fresh sprinkling of plaster creating the new fallen snow.

Digital photo is by Roy Stockard. HO scale modeling by James Aust, Grapevine, Texas

Mayfield Station

On a clear evening, Mayfield Station on the Black Bear and Bayou Railroad is a beehive of activity as late arriving passengers hurriedly prepare to board Santa Fe 2-10-4 #3578 just arriving from points east.

The photography and the photo backdrop are by Roy Stockard. HO modeling by Leo and Lorrie Palitti, Fort Worth, Texas

ANNOUNCING!!!

THE TRIUMPHANT RETURN OF *THE*

SQUARE FOOT CONTEST

The 2015 SQUARE FOOT Contest

For 2015, the LSR Model Contest will be bringing back one of the most popular Special Contests of the past few years – the Square Foot contest. If you're not familiar with it, here's the deal: Build anything you want in any scale you want… as long as it fits on a 12 inch x 12 inch display. It doesn't matter what it is: on-line or off-line; structure, bridge or whatever – the sky's the limit. Actually, the sky literally is the limit; you can go as tall as you want, just don't let it get outside that square foot!

Your Square Foot entry will be judged in the Display contest category and will be eligible for all the traditional awards up to and including Best in Show. And the entry earning the highest score will receive a plaque as Square Foot Contest winner!

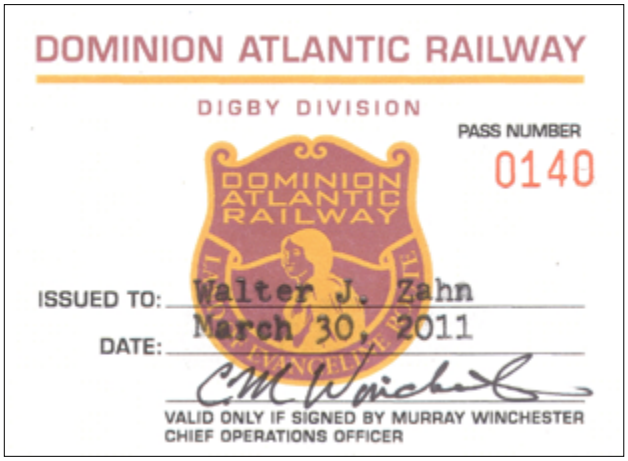
But wait, there's more! If you choose to feature an outhouse in your entry it'll also be eligible for the Square Foot contest at the National Narrow Gauge Convention to be held in Houston, September 2-5, 2015. All the same rules apply as for the LSR's version, except that the primary subject is to be an outhouse.

So put on your brainstorming cap, let your imagination go and start thinking INside the box! This contest'll be fun!

If you have any questions, contact the LSR Contest co-chairs:

Chuck Lind
979-219-3305
chucklind46@gmail.com

Loren Neufeld
713-962-4035
lorenmr@aol.com


DOMINION ATLANTIC RAILWAY

DIGBY DIVISION

PASS NUMBER 0140

ISSUED TO: Walter J. Zahn

DATE: March 30, 2011

VALID ONLY IF SIGNED BY MURRAY WINCHESTER
CHIEF OPERATIONS OFFICER

This quarter's pass is from one of our Canadian friends, Murray Winchester at 19770 Wildcrest Avenue, Pitt Meadows, B.C. , Canada V3Y 1M2. Printed on excellent card stock with an attractive logo for his *Dominion Atlantic Railway*.

Pass Exchange

Headed by Walter Zahn

The Pass Exchange Program is yet another fun way to connect to other model railroaders through printed ephemera you have created. Railroad passes were distributed by railroads to their employees, associates and partners as well as employees of other railroads for courtesy travel on their system. Many modelers recreate this tradition by printing and distributing passes for their own railways as a way to extend and share their modeling efforts.

Here's how it works

Walter Zahn continues to spearhead the Pass Exchange Program for the LSR. To participate in the program, send Walter two of your passes, and in return you will receive a pass and a list of active pass exchangers. Walter will review the passes he receives and share one in each issue of *ML*.

Send passes and any questions or inquiries to:

Walter Zahn
3309 Point East Drive
Mesquite, Texas 75150-2645

To the Roundhouse...

by Bill McPherson

The journey has been long, and hopefully enough steam will be left in my boiler to make it to the roundhouse. Ah, I made it. Now drop the fire, blow off the steam, and turn off the lights.

Over 15 years ago I became extensively involved in the annual Lone Star Region conventions. To this LSR task I brought 45 years of experience in planning, organizing, and putting on business, professional and social conventions and events. Plus, I received a lot of excellent tutorage from the Larry Redmond, dean of LSR conventions. Being appointed as the Regional Convention Chairman, my mission has been to provide overall guidance to conventions to make them the best possible. Some have been considered better than a national NMRA convention.

During my tenure as Regional Convention Chairman, the Lone Star Region's annual conventions have had the following impressive statistics: Total Attendance - 2,732, Total Income - $305,091, Net Income $55,869, and Net LSR income - $27,259. In the last 3 years the Host Divisions have had $13,786 in income from the convention, raffles and non-shared income. Our LSR Conventions are the largest source of income for the LSR since our income from investments has dropped drastically and the rebate from the NMRA is $2 per member.

When I entered this convention chairman position, no data was readily available on previous LSR conventions. I collected data, developed analytical reports, and wrote operating guides such as the Basic Responsibilities of a Convention. Now I have 3 file cabinet drawers full of convention material. I have continued to develop the "Lone Star Region Convention Planning Guide", which is a 300 page information resource. Customized extracts from this guide are prepared for each convention. A lot of conversations are held with convention personnel. I have years of experience in preparing and negotiating contracts. Working with the local convention chairmen, I analyzed hotel or venue contracts to identify provisions which could cause unfavorable financial or other situations and then I assisted in negotiations.

A major project, that has taken an extraordinary amount of my time, was to completely revamp the financial part of the LSR Convention Report. It is now formulated like a corporate income and expense report using extensive Excel formulas and standard accounting practices. It now provides accurate information about all aspects of a convention in a uniform format for annual comparisons.

One of my most useful developments has been the "What-If" comparisons. Using a customized Excel spreadsheet, the convention chairman can easily determine what number of registrations at what fee are needed to break even financially. He can easily project what any cost item can do to the bottom line. He can compare his numbers to the last 14 conventions and learn from their experiences and mistakes. Many of these What-If's are incorporated into the ever evolving Convention Planning Guide.

I have resigned as the LSR Regional Convention Chairman as of January 31, 2015. This decision was made some months ago. Now the doors of the earthly roundhouse are closed as I prepare for the great Roundhouse in the Heavens.

See you down the tracks. ML

2015 LSR Convention

TexLa Doodlebug

Beaumont, TX
July 22-25, 2015

by George Bohn

Greetings from southeast Texas from Tex and Al. Tex and Al are the mascot hosts for the 2015 LSR Convention "TexLa Doodlebug" to be held in Beaumont on July 22-25, 2015. The guys want to let everyone know that we will be gathering at the Holiday Inn Plaza off Walden Road in Beaumont for our event. The room rates will be $95 per night and every guest in each room will receive a $10 breakfast buffet coupon.

Tex and Al have secured Dr. John B. McCall to be the keynote speaker and one of the convention clinicians. Dr. McCall is a foremost authority on the Santa Fe, especially Doodlebugs. He has written several books on the Santa Fe Railroad.

Tex says that Al has begun working on getting a convention website up and in the near future we will unveil it for everyone to see. All of the convention group are working on putting together some of the best clinics and tours possible. There will also be operating sessions at the hotel on quite a few modular layouts we hope to have set up.

Al is working with Tex to also set up a Cajun cuisine night for everyone so they can enjoy some of the culture and food from southeast Texas and southwest Louisiana. Both of our hosts are looking at several options for some prototypical tours at this time and we will announce these when plans are finalized. There may also be a surprise way to attend this convention for the North Texas members also, watch for more details.

Non-rail activity planning is moving forward also. Several tours in this historic part of Texas are being looked into along with quite a few interesting clinics to attend. With casinos just over the Sabine River in Louisiana, some bus trips for those who should want to try this will also be available.

Stay tuned for more information from Tex and Al as we get closer to the time for TexLa Doodlebug. ML

www.LSR2015.com

[There may also be a surprise way to attend this convention for the North Texas members, so watch for more details! -editor]

Achievement Program Update

by Duane Richardson, MMR

In talking with National I have confirmed that he processes our submissions on the 28th of each month. If you can get your paperwork to me before then I can get it processed and sent. I was also informed that a PDF scan of the paperwork is acceptable. This is how I have been working with it and it's worked great. This allows me to take submissions almost up to the deadline and still get the paperwork in on time.

If your paperwork is submitted to National prior to the 28th it will get processed on that months list and you will have your certificate returned in just a few weeks. If we miss the 28th then you will be waiting for another month. I will still take your paperwork via regular mail or hand delivered but a PDF is just fine.

Also, as a reminder, there are 2 forms involved in each category. The Statement of Qualification form (or SoQ) and the Record and Validation. The Record and Validation is really only for you to track that you have completed the requirements. The SoQ is the only form I need to submit to National.

Al always said, "Put the pencil to the paper" and get me your paperwork. If you have any questions or if I can help you in any way please feel free to contact me. My contact information is listed with the officers here in the Marker Lamp and on our website. ML

The following have earned LSR Certificates in recent months:

Name	Certificate	LSR Certificate #
Bob Barnett	Official	692
	Structures	693
	Scenery	695
Jeff Palmer	Cars	694
David Cummings	Scenery	696
Lee Bangma	Structures	697
Jerry Wilson	Civil	698
	Motive Power	699
	Cars	700
	Structures	702
Michael Ross	Author	701
Chris Atkins	Official	703
Gert Muller	Volunteer	704

For more information on how to get involved in the Achievement Program, contact:

DUANE RICHARDSON, MMR
1122 Holland Drive, Garland, TX 75040
(972) 495-6375
duane@purgatoryanddevilriver.com

Division 3 Achievement Program Award Winners (and some show and tell)

by Gert "Speed" Muller
Photos by Ric Hare

The October Division 3 meeting was held at the Christ the Servant Lutheran Church in Allen. Craig Tribuzi told us everything about the Tehachapi Loop, one of his favorite places. (For those that always need to explain the need of a helix on their own layout, tell people to talk to Craig, or look it up, there are helices in the real world too!) **ML**

Craig Tribuzi's photo of Tehachipi Loop (also on cover of this ***ML****)*

Craig Tribuzi

Lee Bangma received two certificates, one for meriting a structure and the other for a passenger car. Both were presented by Duane Richardson.

Tom Browning earned a Merit Certificate for his fine work on the Z scale West station (shown in the previous issue)

Show and Tell had a table full of exhibits. Cody and Casey Akin started building a water tower (with lots of research behind it too), and would that be the 1st prize Maintenance of Way car next to the tower?

Brady McGuire had cars in O scale and Tom Browning showed buildings in Z scale (top right of photo)! And the rest of the table was filled by Lee's hard work over the years (some from more than 20 years ago).

Z scale! by Tom Browning

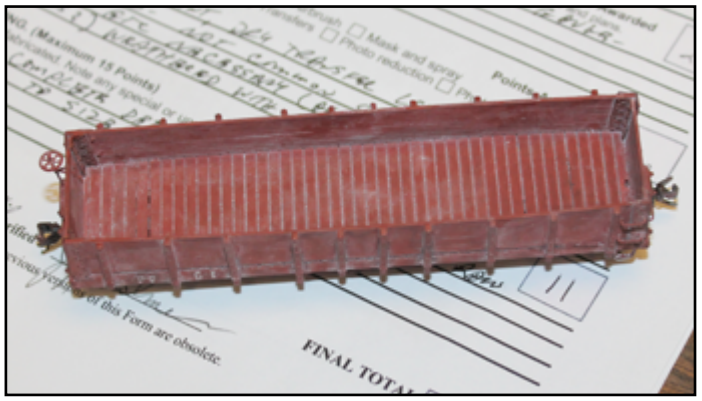
Jerry Hoverson presented to Lee Bangma a Merit Award for completing another merit requirement in the Structures category.

Nelson Cain completed all his structures too, so Jerry Hoverson presented to him his Merit Award as well.

Show and Tell had quite a few entries, all to be evaluated or at least witnessed by the judges. I am glad to see we keep them so busy. And thank you for the hard work, judges. So, bring more, every time!

We had quite a number of buildings, one gondola and the smallest bridge I have seen above the N and Z scale world.

Lee Bangma



All hard work done by Lee Bangma, who has started doing some of these in the 1960's!

November *(Photos by Ric Hare)*

Lee Bangma, (why is he so popular lately?) proudly received his National AP Award for Master Builder - Structures, presented again by Duane Richardson. What a way to get 2015 going on the Division 3 AP front!

For Show and Tell we had that big water tower back (from Cody and Casey), but this time painted, with 4 kinds of bands and clamps, the water spout (3D printed), as well as two weeks of real outside Texas weathering!

And then we had three gentlemen arguing about how many Z scale buildings would fit inside their own. Tom, Joseph and Boyd was at almost at war. But since Tom knew the rules, he brought a bigger (than Z) building along this time! (Joseph above)

Tom

Boyd

December

Lee Bangma and Duane Richardson (Photo by Donna Orr)

Minutes of the January 31, 2015 LSR Board Meeting

A summary of the minutes as submitted by Jeff Palmer, LSR Secretary

Editor's note: The meeting took place in Beaumont, Texas, not in Dallas-Fort Worth, Texas as stated in the minutes. Corrections like this might be made before the final minutes are approved by the Board at the next meeting to be held at July's annual LSR convention in Beaumont. Any substantive changes will be published in the Marker Lamp as they become available.

MINUTES OF THE LONE STAR REGION BOARD MEETING
Dallas-Fort Worth, Texas – January 31, 2015

President **Steve Barkley** called the Annual Board meeting to order at 9:01 AM.

Roll call

All of the officers, directors and committee chairpersons were present except:

Voting Board Members:
Dave Lamberts – Jeff Palmer (proxy)
Duane Richardson – Jerry Hoverson (proxy)

Non-voting Board Members:
Loren Neufeld
Virginia Freitag
Bob Mangrum
Tracy Mitchell
Bill Dryden
Larry Swigert

Minutes of Previous Meeting

Director-At-Large **Art Houston** provided a motion and Director-At-Large **Chuck Lind** seconded to dispense with the reading of the minutes and approve as published the Minutes of the June 8, 2014 Annual Board of Directors meeting published in the 2014 summer issue of *The Marker Lamp*. The motion designated as 2015-01-01 LSR Motion 1 passed.

Officers Reports

President Steve Barkley
The President's Report was submitted by email to all Board members and is summarized as follows:

At the start of 2015 the LSR remains strong. Here are some areas that are noteworthy:

1. Membership remains relatively constant at over 1000 members
2. The Region is submitting its own application for IRS 501(c)(3) status.
3. The Marker Lamp has transitioned to a digital format emailed to members. This has produced a magazine that has more articles and photos than was possible when it was printed and mailed. It also is more time responsive to breaking news. It is a much more visually appealing publication.
4. Publishing The Marker Lamp saves the LSR about $5,000.00 per year.
5. The 2015 Convention will be in Beaumont, Texas. This is the first time that the LSR convention has been held in Southeast Texas.

6. The Achievement Program remains strong. Duane Richardson, MMR, is doing a great job as the LSR Achievement Chair.
7. Mike Mackey and John Garfield have agreed to chair the 2016 Convention to be held in the Dallas Fort Worth area.
8. Larry Swigert and Mike Mackey continue to excel in recruiting new and renewal members for the LSR.
9. The LSR membership including its officers and directors continues to diversify.
10. The NMRA is investigating a Lego Special Interest Group. Lego trains and layouts have been a part of the LSR annual convention and other train shows for several years.
11. Division 8 of the LSR is a co-sponsor of the National Narrow Gauge Convention to be held this coming September, 2015, in Houston, Texas.
12. Initial inquiry has been made to the Railroad Prototype Modeler Organization to see if it might be interested in participating in future LSR events.
13. The LSR is blessed with energetic, talented, and competent officers and members. It is a great organization!

Vice President Bob Barnett – No Report.

Treasurer Donna Orr
The Treasurer's Report, was submitted by email to the Board members and is summarized as follows:

Our current net worth is $39,493.02
We should no longer be sending out ballots for elections, since we have voted to include email as a voting mechanism. Which should save us mailing dollars. Since the election ballots are usually sent out and a copy of the upcoming convention registration is included with that, the Region paid for that mailing. Since we are going to vote going forward by electronic mail will the convention registration mailing cost be shifted to the convention committee?

I have included the updated spread sheet for the fiscal year 2013-2014. And the up dated projected budget for 2014-2015.

Status of the 501C3.
Paperwork has just been submitted to the IRS. We will only be granted 501c3 status from the post mark date on the application.

Convention Economic Impact.
We received $3,373.11 from the convention in Round Rock. We have averaged $2240.00 in proceeds per convention over the last 7 conventions.

Secretary Jeff Palmer
The Secretary's Report, was submitted by email to the Board members and is summarized as follows:

Since the Annual Board Meeting in June, the LSR Secretary has been involved with the LSR Constitutional changes needed to transform the LSR from a 501(c)(7) to a 501(c)(3), a non-profit organization to a non-profit charitable organization. The secretary worked with the LSR President and LSR Treasurer to re-write the LSR Constitution and By-Laws to match the IRS 501(c)(3) requirements. The secretary then worked with the Nomination Chair, Blake Bogs, to get membership ratification to the Constitutional changes. All LSR Secretary tasks were accomplished.

Since that time, the LSR Constitution and By-Laws have been updated to reflect the changes approved. A call for new business items for the Mid-Year BOD meeting has gone out and a tentative agenda has been presented.

Advisor Bill McPherson
The Advisor's Report, was submitted by email to the Board members and is summarized as follows:

No report provided.

Directors Reports

Division 1 Director Chris Atkins reported:

Since the annual meeting at the 2014 LSR Convention in Round Rock, Division 1 has had 4 meetings: July at the Texas Western Model Railroad club in Forrest Hill, September at Stan Pirzchalski's home in Colleyville, November at the Cowtown Model Railroad Club in Ft. Worth and January at my home in Argyle.

Each meeting has an educational aspect in the form of a clinic. At the July meeting Jim Muller presented a clinic on making models with a 3D printer. In September, I presented a clinic on how the Maker Movement is improving Model Railroading. In November, I put on a follow-on clinic on using Microcontrollers for animation. In January, Scott Mason gave a
DVD clinic on airbrushing.

We also extend our education to the general public by providing four clinics at the Plano Train Show in January. I gave my clinic on Microcontrollers again, Clarence Zink talked about Iron and Steel Making, Don Murphey gave a clinic on switch machine installation and Don Winn reached out to beginners with a clinic called "Let's start building a home layout."

While we didn't have clinics at the November train show in Ft. Worth, we did set up an NMRA booth and talked to several potential new members. The Plano booth has traditionally been ran by Division 3, but Division 1 is glad to help man it too.

I continue to represent our division at the North Texas Council of Railroad Clubs whose charter is to promote education of the Model Railroading hobby through its train shows.

Going forward, I am hoping to elect a Superintendent to help plan the meetings. I'd also like to find a permanent meeting space somewhere in northeast Tarrant County. Once we get these things in place, I'd like to move to monthly meetings. I think a consistent date and place will increase the turnout at the division meetings.

Division 2 Director Rod Fredericks reported that:

During my third year as the Bayou Division Director I have continued my outreach to model railroaders and clubs in the Bayou Division. Operations remain a major focus in the Baton Rouge/Houma/New Orleans area, and in Lake Charles. For a second year a coordinated observance of Model Railroad Month also was made. Working with Art Houston (LSR Director at Large) and other clubs and model railroaders we were able to organize area wide activities last November and into December for Model Railroad Month. This included operating sessions, and open houses at several clubs and a number of home layouts. The attendance was again very encouraging. This year I intend to start a program of monthly clinics in the hope of increasing model railroading skills and interest. Another focus this effort will be to foster an awareness of the NMRA and LSR, and the benefits of joining these organizations, which is sadly lacking at present.

The Crescent City Model Railroad Club continues their comeback after Hurricane Katrina. This is a 100% NMRA club, and hard work and reorganization has progressed to the point where they are conducting regular operating sessions. They will also be a major participate in Rail Run Louisiana next month.

A last goal is to get more participation of current NMRA/LSR members in events beyond their local sphere. Last year, despite efforts to get more, only four Division 2 members attended the Round Rock convention. Hopefully, with this year's convention only just across the state line, I might be more successful. I believe this to be essential to the Bayou Division ever being able to host a convention in the Baton Rouge/New Orleans area. It's hard to get volunteers to plan and work on hosting convention that they have never attended. At least that has been my experience every time I bring the idea up with local members.

Division 3 Director Jerry Hoverson reported that:

The Trinity River Division monthly meetings have been rolling along:

- In June, Charles Fink presented a clinic on weathering without using an airbrush.
- July had a pair of clinics, Gert Muller showed us how to set up a phone system for operator/dispatcher communications and Leonard Siemantel gave a "soldering 101" talk in preparations for a make-n-take in August.
- As I mentioned we did a make-n-take at my house for the August meeting were we made a resistance substitution box. We also had a BBQ for all that attended.

- September was back to a normal routine and Bart Bartholomew gave a presentation on Logging Railroading.

- In October Craig Tribuzi presented his collection of photos as well as some history of the famous Tehachapi Loop. In addition to that, the October meeting saw Gert Muller present a live clinic and demonstration of using a "3D Printer" to make small parts. It's the coolest new tool since the laser printer. Man, has the hobby come a long way!!!!

- Speaking of new things in the hobby, have you had a chance to listen to the new SoundCar Decoders? Well, we not only got to listen to them but Allan Gartner presented a "how to install and use" clinic on them in our November meeting. As Allan explained you probably only want to run a sound car in every 3rd or 4th car to keep it realistic, any more than that and it could get over powering. Again, cool new stuff for the hobby!

- We then took a break from the normal type of meeting to have our annual Holiday party at Donna & Roger's in December. Great time, lots of food and drink, a fun time with the White Elephant Gift exchange and a ton of prizes were given away thanks to the efforts of Larry Swigert! This year we added an "Ugly Christmas Sweater" contest. Not a lot of participation (maybe better next year) but Cody Akins out did everyone with his sweater that included a cabin and a pine tree sticking out from his chest!!

So you can see Division 3 is alive and well.

As many of you know, I've moved and have started a whole new layout. One of the regular departments at our meetings has been the "Re-birth of the Rocky Mountain Central" were I've been giving updates and showing pictures of the progress so I thought I'd pass on a shot here. The benchwork is done, the backdrop, lighting, and valance is done and we're starting to add sub-roadbed.

Division 4 Director Peter Kazmir reported:

It has been an exciting several months since our report for the 2014 annual meeting.

We had two Division Meetings in September and November. Our meetings consist of a clinic, show and tell, DCC minute (describing some aspect of DCC control), social time, deal or duds, and a layout tour. We also have some educational material and displays in a beginner's corner as well as information describing the benefits of NMRA membership and the AP program.

At the September meeting, Terry Nathan presented a clinic on modular model railroads and we toured Chuck and Nan Ellis' Great Northwestern and Pacific. At the November meeting, Steve Nelson gave a clinic on creating model trees and we toured Jack Merkel's Lone Star and Santa Fe, Van Henry's Pennsylvania Railroad and Tex Copsetta's Southern Pacific Shasta Route.

We leave flyers at our local hobby shop and (since September) are posting meeting notices and pictures from previous meetings on our web site, http://centexnmra.org. Our meetings are usually attended by 30-40 people, including NMRA members and guests (our meetings are free and open to the public).

We also had two train shows in our Division since our last report – the Temple Model Train Show in September and the Austin Railroad Jamboree in Round Rock in October. We had an NMRA booth at both shows, which included a banner, materials describing the benefits of NMRA membership, past issues of the NMRA and Marker Lamp magazines, and member sign-up forms. We signed up 5 new members at these shows. Model Railroading in the Central Texas area continues to grow: there were 30 layouts on the Jamboree tour this year!

Going forward, the Division has agreed to take over ownership of the Austin Railroad Jamboree. We are busy making plans for growing this great yearly event which is a fantastic opportunity to share knowledge, educate those interested in both life-sized and Model Railroading, to gain new NMRA members, and to have fun!

In addition, the Division helped sponsor Tommy Holt's fantastic Railroading Class for Kids. Tommy held this class for 8-12 year olds interested in Model Railroading. Over a period of several weeks, the kids learned to build a model railroad hands-on, including trackage, electronics, scenery, cars, and more. Division members contributed both time and materials to the class. It was a great success and it was great to see Model Railroading alive and well with our youth. More information about the class is available on the King's Hobby Web Site.

Finally, the highlight of the past several months in our Division was the opportunity to host the 2014 LSR NMRA Convention, the Bluebonnet Limited. We had a great time hosting the convention and were happy to add several new members. We hope you had a great time as well.

We're looking forward to an exciting (and busy) 2015!

Division 5 Director Dave Lamberts - No Report.

Division 6 Kevin Bergeman reported:

Re-invigorating a Division that has been dormant for a few years is proving to be a challenge; but with the help of interested Members between June 2014 and January 2015 the South Texas Division (Division 6) has accomplished a number of things.

On September 10, 2014 we stood up a Yahoo! Group based email list (NMRA-South Texas Division) to enable members to discuss division business, plan Division events and provide a forum for members to connect with other modelers in their area. There are currently 36 members enrolled, roughly 1/3 of the Division Membership. Several Members have been able to connect with others in their areas whom they had never met. And it was through the email list that we were able to begin to organize Division Meets.

On December 6, 2014 the South Texas Division held in first Division Meet in a very long time. SANTRAK hosted the Morning session and 11 Members participated. It was an informal meet & greet with discussion on what we'd like to see the Division accomplish. We did preliminary planning for a more extensive Division Meet in the Spring. We then adjourned for lunch at a local restaurant, and then several of us took up SAMRA on their offer to participate in their Saturday afternoon Ops Session.

The South Texas Division Spring Meet will be held March 28, 2015. Again the Morning will be hosted by SANTRAK and the afternoon by SAMRA. The morning will include 2 clinics, a "show & tell", and AP Judging for anyone who needs it. The afternoon will again be an Ops Session at SAMRA. We will be sending out a flyer to all members by both email and snail-mail (likely in February).

Division 7 Director Don Kimmell reported:

Membership has fallen a bit, due to the "aging" of our members.

On a positive note, three of our members have been accepted for the "Operation Lifesaver" Program. They have already contacted the "local" train shows to set up tables, with the understanding that we can use this also as a recruiting tool for the LSR.

I have visited/talked to two(2) Boy Scout Troops-one in Minden, the other in West Monroe, about the merit badge program. I have also visited with a number of Cub Scout Packs concerning the hobby. This was done as a favor for a couple of local religious groups.

I did a "clinic/workshop" on scenery in November on the Kansas City Southern's Holiday Express. This was attended/viewed by nine (9) individuals-3 members and 6 prospects – (that was all I could fit into the boxcar).

For the next six (6) months, I am planning on setting a table/booth at three (3) train shows for recruiting purposes.

Division 8 Director Jim Lemmond reported:

The San Jacinto Model Railroad Club's Fall Layout Tour has concluded. This month long series of open houses in the Houston area was a celebration of the NMRA's Model Railroad Month. The area covered was from Bryan/College Station to Beaumont/Orange and Conroe to Galveston. This event is organized by Craig Brantley each year for the San Jac Club. Come visit next and see the many model train layouts in the Greater Houston area. Information is available on the San Jacinto Model Railroad Club's web site **http://sanjac.leoslair.com**.

The web site for LSR 2015 is now up with new information about the convention being added daily. The URL for the web site is: **http://www.lsr2015.com**. The dates for the convention are: **July 22 to July 25, 2015.**

The National Narrow Gauge Convention 2015, is meeting in Houston on September 2 to September 5, 2015. The web site **http://www.nngc-2015.com** for the convention is operational with information and pictures for this event. If you would be interested in presenting a clinic to a national and international audience relevant to narrow gauge railroad modeling, please contact Chuck Lind (**chucklind46@gmail.com**) or Craig Brantley (**sanjactour@sbcglobal.net**).

Director-At-Large Duane Richardson reported:

As a Director-at-Large I have been supporting my local Division in their monthly meetings. Each month I do a quick mini-clinic on Tips and Tricks. It's just little things I've learned along the way or some new way of doing something. I also help support the meeting in any fashion needed. I am also available each month for model judging or just critiquing. In September my Father (Paul Richardson, MMR) and I gave a 2 hour clinic on weathering at the National Narrow Gauge Convention which was held as an NMRA sponsored event this year. Marc LaChey and I have also given a clinic on why you would want to consider modeling narrow gauge at the Texas Western Train Show, the Plano Train Show and will so give it at our monthly Division meeting. Also at the Plano Train Show Jeff Palmer and I gave a 3 hour running clinic on scratchbuilding trees.

Director-At-Large Art Houston reported:

As a director at large in the LSR-NMRA my attention and efforts have been in the past year to continue to get the actions of the many participates of the model railroad community out to the public and other members of the LSR-NMRA.

Through articles in the Marker Lamp, Facebook Pages, and You Tube I have carried the message of how the hobby can be satisfying and educational to all.

Though work with the Clubs in my area and some in South Texas I have been able to spread their message to many people to come visit, join, and participate in the hobby. In Southeast Louisiana I organized and carried our home and club layout visits for the November the National Model Railroad Month.

I am and will support the LSR-NMRA to become a self-sufficient organization to lead the way for those who follow.

Director-At-Large Chuck Lind reported:

Contacted 3 members who were close to renewal all promised to renew. Will check when the new reports come out. Thanks Jeff for including me.

Vice President San Jac 100% club, in charge of programs. Have educational programs scheduled for each month for the balance of year.

At the San Jac train show I am the contest room chair so will be handling entries and judging

Department Reports

Achievement Chair Duane Richardson reported:

The LSR processed thirteen certificates since the annual meeting.

Certificates/Awards for the year:

Official
Bob Barnett
Chris Atkins

Electrical
Steve Blackson
Larry Swigert

Volunteer
Gert Muller

Scenery
Bob Barnett
David Cunnings

Author
Michael Ross

Cars
Jeff Palmer

Civil
Jerry Wilson

Motive Power
Jerry Wilson

Structures
Jerry Wilson
Lee Bangma

Membership Co-chairs Larry Swigert, Mike Mackey reported:

When I came on board as your Membership Chairman total LSR membership was in the 900's. As of today, January 30, the **LSR Membership is 1057**. This is due to a sizable growth in membership by three divisions that made up for loss in some of the others.

Across the Nation, membership as a whole is slowly going down, with certain regions who are "**doing NMRA the right way"** making up for the declining membership in other areas.

Here are the figures for LSR per Division, with a couple of previous years included to give you some comparisons. I think they will pretty well speak for themselves:

DIVISION -Area	Membership Total as of Jan. 30	Jan. 2014	Jan 2006
Division 1 (Ft. Worth)	175 (-7 from 2014, +45 from 2006)	168	130
Division 2 (New Orleans)	110 (+7 from 2014, +29 from 2006)	103	91
Division 3 (Dallas)	231 (+24 from 2014, +46 from 2006)	209	185
Division 4 (Austin)	138 (+13 from 2014, +21 from 2004)	125	117

Division 5 (Lubbock)	**38**	(**-3** from 2014, **-15** from 2006)	**41**	**53**
Division 6 (San Antonio)	**117**	(No change from 2014, **-19** from 2006)	**117**	**126**
Division 7(Shreveport)	**23**	(**-1** from 2014, **-9** from 2006)	**24**	**32**
Division 8 (Houston)	**233**	(**-15** from 2014, **-23** from 2006)	**248**	**256**

You will note that in a time where memberships are declining in some areas of NMRA, the Dallas & Ft.Worth Divisions have combined their recruiting forces, the result being a gain in membership of **100 people** since 2006. That makes the combined *DFW Metro Area* Membership to be over 400 people, with Dallas coming up to tie Houston for the largest Division in LSR.

This was done using a ***sure-fire recruiting system*** that has the people in headquarters referring any Division or Region in NMRA to LSR Divisions 1-3 to see how it is done. When Jack Merkel took over Division 4, using this same system, he showed the second largest growth in LSR, with his membership total increasing 13 people in just one year. Ask Jack what he thinks of it.

One might ask, "Yeah, but what kind of people are you recruiting with this system?"

Here are a few examples:
George Fogg – Won "Best in Show" at the convention his first year as a member.
Mike Jobe – Won "Best in Show" at the convention his first two years as a new member.
Casey and Cody Akin – Won Best in Show at the convention their first year.
Donna Orr – Your Treasurer
Jeff Palmer – Your Secretary, as well as four other primary jobs in LSR.
Mike Mackey – Your Co-Convention Chairman for next year.
Roy Stockard – Whose photo was one of the 12 featured in the 2014 NMRA Calendar.
And the list goes on… All part of over 200 people added to the NMRA Membership in 6 states using the "**New LSR Recruiting Program**". **THIS *IS* THE FUTURE OF LSR !**

Also, the **MONTHLY "**NMRA" Division Meetings that are not affiliated with any club are attended each month in Division 3 by anywhere from 40 to a record of 138 people, with members coming each month from three other Divisions (most driving more than 200 miles round trip) and also 5 people from Oklahoma. There is a huge need for education in the model railroading hobby and that is what we can all do in LSR in these Monthly Meetings for our members. Incidentally, the 501-C-3 status we are seeking is being presented on the grounds that our primary goal is "**Education**". It is very important that all Divisions make sure that is their goal too and start initiating programs to back this up.

And last, having an **active AP Program** is an important part of "member retention". Division three has gone 41 straight months without missing a month of someone either getting a Regional or National AP Award. That should make us very proud in LSR as it is an NMRA Record by 23 months.

In closing let me say with all sincerity that if anyone would like help in their Division recruiting program or **ANY OTHER Membership need**, please feel free to give me a call. **I will be more than happy to help you in any way I can !**

And remember, **"It only works, if you work it !"**

Convention Chair Bill McPherson and **2014 Convention Chair Jack Merkel** reported:

Here are my comments on the 2014 LSR Convention – Bluebonnet Limited
Things that went well:
1 – We began negotiations with the hotel in June 2012 – 2 years ahead. The negotiations took 6 months and the contract was signed in Dec 2012.
2 – We formed the convention planning committee Sept 2012. Our committee had 19 people. We met 11 times. We had an excellent committee of very talented hard working people.
3 – The web site was excellent in format and content.
4 – We had an excellent program with 64 clinic slots which included repeat clinics, 10 operating sessions spread over 3 time periods with 82 operating slots, 36 layouts on tour spread over 3 time periods, 3 prototype tours, 4 non-rail clinics, 3 non-rail events, a tour on the WB&S RR, a very large silent auction, good turnout in the contest room, outstanding banquet speaker, and a great raffle and door prizes.
5 – Our publicity program using Larry Swigert and Jeff Palmer and the blast email program worked very well.
6 – The convention was very profitable.
7 – The Wyndham Hotel and Williamson Conference Center is an ideal location for a convention of our size. Their facilities are excellent. We are able to cater all meals at a reasonable cost.

Things that could be better:
1 – We should have blocked more room nights. The Saturday night block was too small. We had about 6 people at a nearby hotel (with the same room rate and breakfast included as the host hotel).
2 – The silent auction program is written around MS Access. This program is no longer included on the newer computers with the normal MS package. We had a difficult time locating older computers that had the program. The LSR needs to rewrite the program in Excel.
3 – The contest room program also uses MS Access. The LSR needs to rewrite the program in Excel.
4 – The LSR needs to invest in a more user friendly blast email program. Larry Swigert and Jeff Palmer can tell you what is needed.
5 – We guaranteed 209 dinners based on registrations and extra banquet ticket sales. However, only about 170 showed up for dinner. Similarly, we guaranteed 150 breakfasts but only about 100 showed up. We didn't lose money, but could have made more. I don't know what the solution to this problem is – just bank on a lot of no-shows. That is risky.

5 – A hospitality room in the convention building (not in the hotel) would be a good addition.

Publications Chair Riley Triggs reported:

Report of year's activities:

I began duties as *Marker Lamp* editor and publications chair in earnest on or about 1 January of 2013 and have established a very smooth production process. I continue to have great support from chairs and directors, and I have started to attract other contributors. The additions of Gert "Speed" Muller and Bob Batson have begun to expand the reach and range of submissions to the ML, and will allow us to shift our attention to improving the quality of submissions and presentation of those submissions.

Focus during this next year will be on featuring layouts of region members, as well as contest and AP recognition.

I have not incurred any expenses this year.

Areas to address:

Advertising in Pike and Dealer ads needs attention. There has been some interest in upgrading ads to color, but no new pike nor dealers are participating. There has been no particular effort to acquire new ads this year, but this is an ongoing situation.

Long term projects update:
While updating and improving the *Marker Lamp* is the first task and main priority, I will begin to explore the possibilities for other longer range projects for publications. Initial ideas are in the realm of an historical narrative of the region's activities, profiles of the region's modelers and layouts, compilations of clinics and presentations at LSR conventions, etc. Projects may also include expanded media to include video, etc. that can take full advantage of digital delivery methods. Ideas, support and labor for these projects will also be solicited from the membership.

Contest Co-chair Chuck Lind, Loren Neufeld reported: **No Report**

Website Chair Jeff Palmer reported:

The development for the new LSR Website was completed by March 1, 2014. Since that time, my attention has been making the website more "smart phone" aware. This has required the correction and elimination of some of the "short cut" coding techniques used in the original site. I believe this has been accomplished.

The "Officer's Only Page" has been added and updated to include Motions, Agenda, Reports, Roster, and other BOD relevant information.

The "Election Bios" was added as the first step towards electronic balloting.

The February 2014 motion to have the "Convention Guide" made available on the website has not been done. To date Bill McPherson has not made the information available for posting.

Other activities performed include aiding the 2016 Convention committee with setting up the www.daylightexpress.com website.

Historian Jim Long reported:

I am going to investigate the prices equipment to read DVDs and see if I possible to have some means for attendees at the Region conventions can access the photographs of past conventions that the Region photographer send to me for the Region archives and to read the back issues of the Marker Lamp. I will have a report on my findings at the annual board meeting in Beaumont.

Non-Rail Chair Virginia Freitag reported: **No Report.**

Nominating Chair Blake Bogs reported:

Next Election taking place February 15,2015 through April 15, 2015----- Please Encourage your members to vote!!!!!!

Division 2, 4, 6, 8 and Directors at Large---Running on 2016 Ballot

The yearly notice to see if you are running will be going out in October, 2015 - Please check your email in this time period- I will need notice on whether or not you will be running. I will need your bio's by December 1st, 2015.

Special Elections:
The special ballot passed with 141 members accepting the changes to the constitution and 6 members rejected the changes to the constitution. We had 95.9% of the voters accept the changes, where 4.1% of the voters rejected the changes. 14.89% of the LSR members returned their ballots. This number is up from the December Election where approximately 11.5% of the LSR members returned their ballots.

The ballot said "The following ballot is to provide the necessary changes to allow the LSR to move forward with the 501(c)(3) by adding the purpose and dissolution wording provided by the IRS to the LSR Constitution, and secondly to provide greater clarity to the LSR Constitution over the term "mail". MAIL, in today's world, is generally accepted to include all forms of electronic mail, but at the last LSR board meeting, it was decided to add the phrase "mail is defined as postal mail, facsimile, or electronic mail/balloting" to increase the clarity of the LSR Constitution. Please provide your vote either "for" or "against" these updates."

Changes will be coming to Election Soon:
All Bio's will be online for this election plus you now have the option to email your ballot in Hoping Ballot will be online by 2016 Election

Photography Chair Dave Lamberts reported: **No Report.**

Events Chair, Bill Dryden reported: **No Report.**

Education Chair, Tracy Mitchell reported: **No report.**

Youth Chair Bob Mangrum reported:

Since assuming this position in June 2010, I have continued to send monthly reminders to each member of the board encouraging them to consider eligible and deserving young people to be nominated as their division representative for 2015. To date one youth has been nominated:

Division 8 Stewart Schweers:
As refresher information for the board, the following is reprinted from Article VI of our bylaws:

To accomplish this purpose, the LSR established a Youth Membership Program through which the LSR would sponsor a junior membership in the NMRA and LSR with the dues being paid by the Region Treasurer. Each Division Director will nominate a junior person from their division for inclusion in the Program; hence the possibility exits of having 10 young people sponsored each year as junior members of the NMRA.

Nominations can come from several sources including individuals who are members of the division, clubs located within that division and/or the Division Director. Each nominee needs a short commentary stating why that individual should be included in the Junior Membership Program. Previous year selections cannot be considered for a second year in the program. Those that are selected should be monitored during the following year to track these young people's progress as a model railroader and LSR member. The intention is to insure the new member receives some mentoring and has such a good experience within the LSR that they will continue to be an active member in the future.

Parliamentarian Bob Mangrum reported: **No Report.**

OLD BUSINESS

Special Election: Blake Bogs reported the results of the special election as noted above and **Motion 2015-01-02** to accept the election results was presented by **Blake Bogs,** seconded by **Jeff Palmer,** and voted on by the **BOD - PASSED**

Status of 501(c)(3): Steve Barkley reported that the IRS paper work has been filed by **Donna Orr** minus the letter **Steve Barkley** motioned and approved in June**.**

Donna Orr presented the state of the region financially (see Treasurer Report) – No motion required (2015-01-03 with drawn – not required).

Electronic LSR Convention Guide: Bill McPherson was directed by the BOD to make available in electronic form the **LSR Convention Guide.** Having failed to do so, he was told to make the information available to which he provided 2 binders. Not meeting the original request of "electronic", both **George Bohn** and **Mike Mackey** made the electronic information available for **Bill McPherson.** The information will be reviewed and posted on the website. (Motions 2015-01-04 and 2015-01-05 with drawn).

Contest Rule Changes: Steve Barkley held a special election for the contest rule changes. This election did not meet the Special Election requirements to fill a critical position on the board. Since the Contest Rule changes had been published in the **Marker Lamp** and the changes brought the contest rules in line with the **NMRA** national rules **Motion 2015-01-06** was presented by **Jeff Palmer**, seconded by **Mike Mackey** and **PASSED** by the **BOD.** Having done so, still meets the 6 month rule for rule changes before the convention.

By-Laws change to add Parliamentarian, Non-Rail, and Events Chair: Motion 2015-01-07 presented the position descriptions for the listed chairs. **ART Houston** presented the motion, **Rod Fredericks** seconded and the **BOD PASSED** the motion.

Status of Bob Clarke Award: **Chuck Lind** was made aware that the funds were transferred from the San Antonio division to the LSR and Chuck is moving forward with the award program.

NEW BUSINESS

Appointment – Division 8 Director – Jim Lemmond: Motion 2015-01-08 was motioned by **Steve Barkley,** seconded by **Chuck Lind** and **PASSED** by the **BOD** to approve **Jim Lemmond** as the **Director** for **Division 8** until the next Division 8 election.

Ratify the Youth Nomination: Jim Long provided a motion (**Motion 2015-01-09**) and seconded by **Jeff Palmer** to ratify the Youth Member **Stewart Schweers**. The motion **PASSED**.

Election/Staggered Elections: Blake Bogs presented **Motion 2015-01-10.** There was good discussion both for and against the motion. **Steve Barkley** called for a committee to study the proposal – **Donna Orr, Blake Bogs, Rod Fredericks, and Kevin Bergeman.** Motion tabled until July Annual meeting.

LSR Facebook Site: Art Houston presented the idea of using **Facebook** for publicizing the LSR. To explore this option, **Steve Barkly** appointed the committee of **Donna Orr, Art Houston, and Riley Triggs. Chris Atkins** is locking in the name.

Beaumont 2015 Convention Report: George Bohn: George presented his proposed agenda for the convention including a Saturday afternoon Annual Meeting for be

followed by the BOD meeting. **Jill Bohn** presented the Non-Rail agenda. Both proposals were approved by the **BOD.**

Dallas 2016 Convention Report: Mike Mackey and John Garfield: John Garfield presented the proposed **2016 Dallas Convention** to the **BOD.** The convention was tentatively approved by the **BOD pending contract review within the next 10 working days**. The convention date is to be moved to a later date in the month. The **Motion 2015-01-12** was made to delay voting on **Motion 2015-01-11** to approve the Hotel contract for 10 days – **Donna Orr** made the motion, **Art Houston** seconded the motion and the **BOD PASSED** the motion. The 2016 Convention link will be added to the LSR website under the **Convention Info** navigation item.

Jeff Palmer provided a motion and seconded by **Chris Atkins** to adjourn the meeting. The motion designated as 2015-01-12 motion **PASSED**. The meeting was adjourned at 11:57 am January 31, 2015.

Ralph Oxhandler

As reported by his son, Nathan, it is sad to hear that his father Ralph Oxhandler who was an LSR member at two different times while living in the San Antonio area passed away on Jan 6, 2015.

Ralph performed publicity functions for the 1972 Seattle NMRA Convention under the name "P. C. Shay". He also performed publicity for the 1973 Atlanta Convention under the name "The General".

He attended most of the clinics at Loyal Heights Field House and the Burien Hobby Center. During his time in the Pacific Northwest Region (PNR) of the NMRA he modeled primarily in HO scale but also worked in N, Z and Large Scale. Shay's were his big thing, having bought one of the first two truck models that Pacific Fast Mail (PFM) imported and was the first to buy the Pacific Coast Shay when they were released. He enjoyed going to the Cass Scenic Railroad many times over the years.

Ralph joined the NMRA while we lived in the Baltimore, MD area with a date of January 1952 and over the years was a member of the PNR, PSR, SSR, LSR, and MER regions.

No services are planned. If people wish, they may make a donation to the NMRA in his name. ML

Director Reports

Cowcatcher Division 1

by Chris Atkins
chris@railroadermodelers.com
214.222.1285
cowcatcherdivision.com

Hi all,

I'm writing this on Superbowl Sunday having just returned from the midyear board meeting in Beaumont. There are a lot of exciting things going on in the region, the DFW metroplex and our division.

The region is in the process of being recognized as a 501c3 non-profit. It was stressed at the mid-year board meeting that the primary focus of the LSR is education in the hobby. I would argue that no division has been as active educating the general public as the Cowcatcher division. This is been in part because of our involvement, and the commitment of the division members, in presenting clinics at the Plano train show.

This year, like years past, division 1 members gave four clinics during the show. Clarence Zink discussed Iron & Steel Making and Milling, Don Murphey gave a clinic on installing switch machines, Don Winn presented a clinic targeted towards beginners building their first layout and I talked about Animation using Microcontrollers.

Most of you have heard that the fall train show is not returning to the Amon Carter Exhibit Hall again. This is mostly because the City of Ft. Worth has been making it too expensive to hold a show in the Museum District. Besides the cost of the hall rising, they have started charging for things that were included before, like electricity, and we've seen the parking go from free, to $5 then $8 and now $10.

We haven't had any luck finding another location in Tarrant county that is big enough at a competitive price, so for now, the North Texas Council of Railroad Clubs has voted to hold the fall show at the Plano Centre. The dates for this year's show are September 26-27. More information can be found at http://dfwtrainshows.com

We had a meeting in November at the Cowtown club in Ft. Worth and I gave a preview of my Microcontrollers clinic. In January, the group got together at my house in Argyle and we watched an air brushing clinic DVD, explored my new layout room and my wife Janet made lunch. Afterwards, a few of us went to Dean Ferris' fantastic layout in Decatur to operate.

Dean is an excellent example of the work being done in our division. His n-scale Oregon Joint Line layout really gives the visitor the of the basalt canyons common in the Pacific Northwest. More information can be found on Dean's layout here: http://www.therailwire.net/forum/index.php?topic=31904.0

I've made some progress on my new layout since the division meeting. I had the two chimneys removed and Matt Latham and I removed walls to make way for the layout. By the time you read this, there should be some benchwork up. The goal is to have part of the layout operating in time for the 2016 LSR convention and DFW Interchange. I'm trying to document the progress at http://sheridanwest.blogspot.com/

The next division meeting will be held March 14. We have been invited to Michael Ross' home to visit his very nice O-scale layout. I'm looking for someone to present a clinic. If you have one you'd like to do, please email me at chris@railroadmodelers.com or call me at 469-438-0741. I'll send out more information by email and post it to the Cowcatcher Division website at http://cowcatcherdivision.com

Hope to see you all in March.

Northern Pacific passenger train on Dean Ferris' freelanced Oregon Joint Line.

Bayou Division 2

by Rod Fredericks
fredericks.rod@gmail.com
225-939-0187

Rod couldn't file a report this issue.

North East Texas Division 3

by Jerry Hoverson, MMR
jhoverson@tx.rr.com
972.540.5315

Hi all, hope you had a great holiday and have been busy working on winter modeling projects.

The Trinity River Division monthly meetings have been rolling along. In October Craig Tribuzi presented his collection of photos as well as some history of the famous Tehachapi Loop.

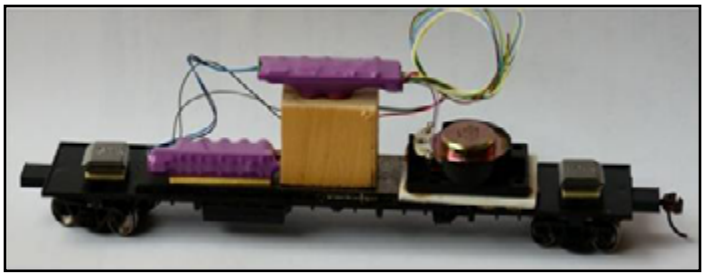
Craig Tribuzi's photo of Tehachipi Loop An N scale intermodal well car

The best, or worst, of it is that Craig had been out of town on a business trip and had car problems on the way back. This caused him to be days late and actually drive all night to get to the meeting in time to show is stuff. Now there's a team player for you, we let him go home early and go to bed right after his presentation.

An N scale intermodal well car printed with the Form1 (photo by Gert "Speed" Muller)

In addition to that, the October meeting saw Gert Muller present a live clinic and demonstration of using a 3D printer to make small parts. It's the coolest new tool since the laser printer. Man, has the hobby come a long way!!!!

Speaking of new things in the hobby, have you had a chance to listen to the new SoundCar Decoders? Well, we



not only got to listen to them but Allan Gartner presented a "how to install and use" clinic on them in our November meeting. As Allan explained you probably only want to run a sound car in every 3rd or 4th car to keep it realistic, any more than that and it could get over powering. Again, cool new stuff for the hobby!

We then took a break from the normal type of meeting to have our annual Holiday party at Donna & Roger's in December. Great time, lots of food and drink, a fun time with the White Elephant Gift exchange and a ton of prizes were given away thanks to the efforts of Larry Swigert! This year we added an "Ugly Christmas Sweater" contest. Not a lot of participation (maybe better next year) but Cody Akins out did everyone with his sweater that included a cabin and a pine tree sticking out from his chest!!

As I've mentioned in this article before, I've moved and have started a whole new layout. One of the regular departments at our meetings has been the "Re-birth of the Rocky Mountain Central" were I've been giving updates and showing pictures of the progress so I thought I'd pass on a shot here. The benchwork is done, the backdrop, lighting, and valance is done and we're starting to add sub-roadbed. Things should pick up since I will be retired by the time you read this and will be spending a lot more time on the new layout!

Lot's more to come so "Keep rolling down the tracks" and we'll see you next time!

CenTex Division 4

by Peter Kazmir
pakazmir@gmail.com

CenTexNMRA.org

I hope everyone had a great holiday season. It was a little more relaxing in our Division than it had been for the previous several months.

Our last division meeting was on November 22 at the Round Rock Library. Steve Nelson gave an excellent clinic on modeling trees. In addition, we had a great Show and Tell, including a large Great Lakes ore ship, the S.S. Edmund Fitzgerald. We also had our usual DCC Minute (the final one with Tom Pearson, who we will miss), social time, and Deal or Duds. After the meeting we toured not one, not two, but THREE layouts: Van Henry's Pennsylvania Railroad, Jack Merkey's Lone Star and Santa Fe, and Tex Copsetta's SP Shasta Route, which will be featured in the 2016 issue of Great Model Railroads. Pictures from the meeting and layout tours are online at http://centexnmra.org/meetings/2014-11.html.

David Barrow, Pete Guy, Jack Merkel, and David Nicastro have all hosted operating sessions during the past few months as well.

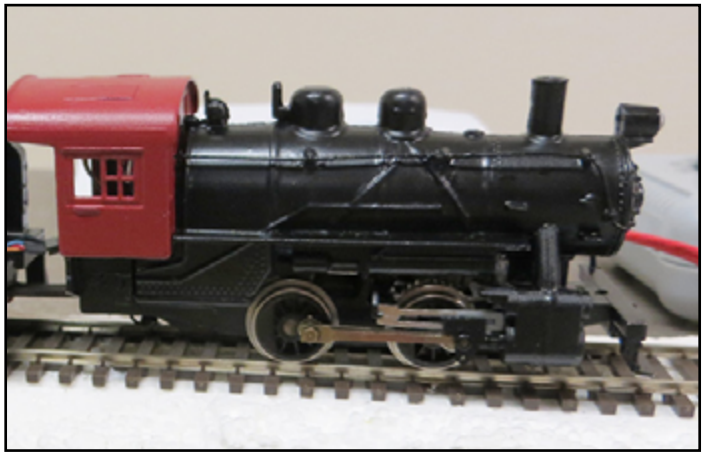
Going forward, our Division has agreed to take over ownership of the Austin Model Railroad Jamboree. We are busy making plans for evolving this already great event into something even better. Stay tuned for details!

Our next division meeting will be on March 7 starting at 10:00 am at the Round Rock Library. Kennedy Gauger will be giving a clinic about using digital cutters to make paint masks. We will have a DCC Minute, our Show and Tell Table, social time, and Deal or Duds. After the meeting we will be touring Riley Triggs' new Hoboken Shore Railroad.

The library is located at 216 E. Main St. in Round Rock. On I-35, exit at RR 620 (Exit 252B) and proceed East on RR 620 for a few blocks to the intersection with Main St. and continue East on Main St. for another block and half to the library on the left. A map and more information about the meeting can be found at http://centexnmra.org/meetingnotice.html.

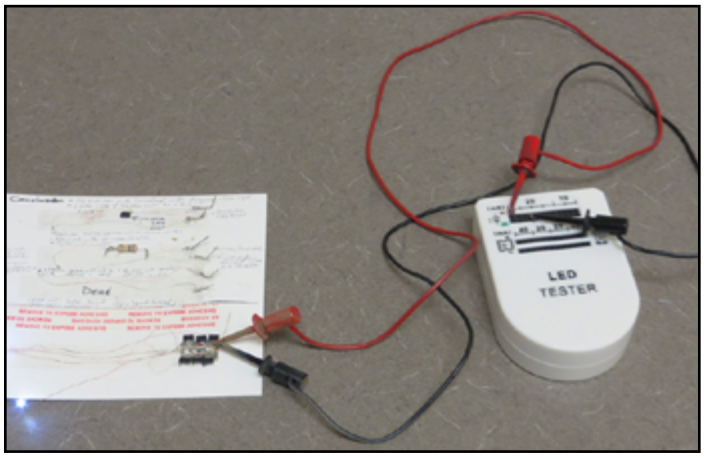
We're looking forward to a great 2015, especially the upcoming LSR convention in Beaumont. Hope to see you there!

Dick Sowash and his theory on the wreck of the Edmund Fitzgerald



Sam Nicastro's locomotive progress

Steve Nelson gives a clinic on trees (with some smelly stuff).



Jerry Wilson's LED tester

Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

Dave couldn't file a report this issue.

Division 6

by Kevin Bergeman
kevin.bergeman@gmail.com
(210)488-4370

On Nov 15 - 16, 2014 the New Braunfels Historical Railroad and Modelers Society (NBHRMS) held its 6th Annual Fall Train Show. Unfortunately I was unable to attend due to an out-of-town wedding; however, I understand that it was a good show with layouts being exhibited by all the usual suspects: San Antonio N-Trak Association (SANTRAK), Gulf Western Modular Railroad Society (GWMRS), Texas Lego Users Group - San Antonio (TEXLUG-SA), Aust-N-Trak, NBHRMS T-Trak, and others that I'm sure I'm forgetting.

On December 6, 2014 the South Texas Division held its first Division Meet in a very long time. SANTRAK hosted the morning session and 11 Members participated. It was an informal meet & greet with discussion on what we'd like to see the Division accomplish. We did preliminary planning for a more extensive Division Meet in the Spring. We then adjourned for lunch at a local restaurant, and then several of us took up the San Antonio Model Railroad Association (SAMRA) on their offer to participate in their Saturday afternoon Ops Session.

SAMRA held their 39th Annual Jamboree & Train Show January 24 - 25. Layouts on exhibit included NBHRM's T-Trak layout, the Hill Country Outlaws, GWMRS, SANTRAK, TEXLUG-SA, Tinplate Trackers, and SAMRA's own HOn3 portable layout. The Carmack Event Center is gradually upgrading their facility, so this show was better than the last 2.

Up-coming events include:

March 28, 2015 is the South Texas Division Spring Meet. Again, the morning will be hosted by SANTRAK and the afternoon by SAMRA. The morning will include 2 clinics, a "show & tell", and AP Judging for anyone who needs it. The afternoon will again be an Ops Session at SAMRA. Division members should receive a flyer in February.

Come April 11 - 12, 2015 we will descend on New Braunfels once again for the 27th Annual Train Show Jamboree. It is expected to be a good show as usual with 7 - 9 layouts. Other than SANTRAK and NBHRM's T-Trak I'm not sure who has committed to exhibit, but we usually see GWMRS, TEXLUG-SA, Aust-N-Trak, and San Antonio Garden Railroad Society (SAGRS).

National Train Day is May 9, 2015, San Antonio usually has a well-organized event put on by the San Antonio Railroad Heritage Museum (SARHM, those are the folks working to restore SP 794) on the AMTRAK platform in downtown San Antonio.

Division 7

by Don Kimmell
elf4kcs@mac.com
318.798.7718

I hope everyone had a great Christmas and a Happy New Year, and Santa brought you all sorts of good toys!

First off, the Longview show has been canceled. That is it on the local train show circuit until the Jefferson folks have their in mid-May, so more about that to come.

I just found out a couple of days ago, one local member was involved in an auto accident, fairly serious, so lets all hope he is on the mend.

The ArkLaTex crew had another successful run at the Shriner's Hospital during the holidays. I didn't get to participate due to the Holiday Express (Elf Story earlier in this issue). From what I was told when I returned from the northlands, they had a wonderful time, in fact I understand Santa paid a visit while they were there, asking where "…is my Polar Express?" The kids really enjoyed it.

Speaking of the Polar Express, I was asked by the local Barnes & Nobel Book Store to do a reading of the book for the kids the first Friday in December. This was the night before I boarded the Holiday Express, so I agreed. Wow, is all I can say, according to the manager there, this was the biggest crowd that they have ever had for any reading.

There were about 35-40 kids, age 3 to 10 there, and they really got into it. I also handed out some Operation Lifesaver coloring books w/crayolas, and that was a hit. My

Photo by Nancy Gene Kimmell

Photo by Nancy Gene Kimmell

wonderful wife took some pictures, which should be in here somewhere.

This was the first time I have ever done anything like that, and it was a blast, course, I had to let the kids see the book as I was reading it, have you ever tried to read a book.. Upside down! Try it. I mentioned that the KCS' Holiday Express would be in town the next night, and if you didn't want to wait too long, get there really, really early, or late. Well, the first three families the next night were from my reading the prior night. Fun!

That is all I have from here. Hope to see everyone at the convention in July, in Beaumont.

Texas Gulf Division 8

by Jim Lemond
jimlem@verzion.net

The San Jacinto Model Railroad Club's Fall Layout Tour has concluded. This month long series of open houses in the Houston area was a celebration of the NMRA's Model Railroad Month. The area covered was from Bryan/College Station to Beaumont/Orange and Conroe to Galveston. This event is organized by Craig Brantley each year for the San Jac Club. Come visit next and see the many model train layouts in the Greater Houston area. Information is available on the San Jacinto Model Railroad Club's web site http://sanjac.leoslair.com.

The web site for LSR 2015 is now up with new information about the convention being added daily. The URL for the web site is: http://www.lsr2015.com. The dates for the convention are: July 22 to July 25, 2015.

The National Narrow Gauge Convention 2015, is meeting in Houston on September 2 to September 5, 2015. The web site http://www.nngc-2015.com/ for the convention is operational with information and pictures for this event. If you would be interested in presenting a clinic to a national and international audience relevant to narrow gauge railroad modeling, please contact Chuck Lind or Craig Brantley.

Click to join the Lone Star Region and the NMRA at nmra.org

Chair Reports

Nominations

by Blake Bogs
superchief1520@gmail.com
(713) 254-7447

Well the Christmas tree has been put away, all the family has gone home, and I am now fat from all the fantastic food! But unfortunately the month after Christmas is a depressing time for me. I have to go back to school and leave the model railroad behind for another five months until summer rolls around again. Hopefully for y'all, it means that construction will once again resume on your own model railroads.

During Thanksgiving, I was thinking about all the blessings we have being in the LSR. Instead of losing members in the LSR, our numbers have been growing. We have some of the best officials and members in the NMRA. I strongly feel like I would not be in the position I am today if it was not for Steve Barkley and all those that encouraged me along the way. The 2009 convention in Dallas hosted by Jerry Hoverson sold me on the LSR and helped me understand what model railroading was really about. Model Railroading is all about friendship.

This is what volunteering in the LSR is all about. Friendship. Every time we have a new member step through the doors at a divisional meeting, board meeting, or a LSR convention, our board and volunteers make them feel welcome. If we do not have any more volunteers, our hobby and division will stop growing and teenagers will not join the hobby.

January also means ballots will be soon sent out. Over the next two years, you will see several changes coming. The first change to look for is concerning ballot returns. You can now vote simply by checking off a box on the upcoming ballot and sending it back to me either by email or by mail to me. Second, I have now posted all the bio's online. You are now able to put a name to a face and hear the full history of each candidate. This is an extreme improvement over last year. I had to cut down bio's last year due to space in the ballot.

Finally, you will notice the ballot due dates have been pushed back. Ballots are due April 15, 2015 instead of March 15, 2015. While talking to Steve Barkley, we decided to send out the ballot and convention registration out at the same time. Therefore, we had to push back the ballot mailings until February to allow this.

Also, please start thinking about the future. We need candidates for the next election in 2016! The 2016 election consist of our 3 Presidents at large, Division 2 Director, Division 4 Director, Division 6 Director, and Division 8 Director.

If you have any questions, please email me at superchief1520@gmail.com or call me at 713-254-7447. If I'm available, I will be happy to answer. But if not, leave me a message and I will get back to you as soon as I can. Please note, I have a new email address.
Happy Model Railroading!
Blake Bogs,
LSR Nominations Chair

Youth Program

by Bob Mangrum, MMR
rmangrum6@hotmail.com
(325) 643-1219

The Youth Membership Program is an excellent way for the members of the LSR to bring new and young members into the NMRA and to become involved in what is truly the "world's greatest hobby.

This is the stated objective of the Youth Membership Program as found in Article VI of the LSR bylaws. The program is designed to sponsor up to nine young people with one year memberships in the NMRA. The total number is determined as one nominee for each division and one nominated by the elected officers and directors at large.

These nominees can originate from nominations by individuals who are members of the various divisions, clubs that are located within the divisions, and/or the division director. The proper form and a short sketch explaining why the candidate should be considered, including comments about the young person's interests and activities in model railroading comprise the application. Please refer to the bylaws for more details. If you have questions, please contact me by e-mail at: rmangrum6@hotmail.com Looking forward to announcing more awards for 2015!

Treasurer
by Donna Orr
dlo-rls@sbcglobal.net
(972) 342-8598

Financial Report

For the Third Fiscal Quarter of 2014/2015

Beginning Balance 11/01/2014	
LSR Checking Account	$ 5,775.18
Vanguard CD Fund	$20,357.88
Vanguard Convention Fund	$10,004.94
Acct receivable for 2015 Convention	$ 2,000.00
Total LSR Net Worth	$36,138.00
Not included in Total LSR Net Worth	
Funds for the Bob Clark Award $570	
LSR Proceeds	
Vanguard CD Fund Interest	$ .51
Vanguard Convention Fund Interest	$ .24
Pike/Dealer Ad	$ 91.00
Convention 2014 Proceeds	$3,373.11
Total Proceeds	$3,464.86
LSR Disbursements	
Convention chair expenses	$ 109.84
Convention 2015 Advance	$ 2,000.00
Total Disbursements	$ 2,109.84
Net Proceeds/ Disbursements	$ 1,355.02
Ending Balance 01/31/2015	
LSR Checking Accounts Total	$ 7,129.45
Vanguard CD Fund	$20,358.39
Vanguard Convention Fund	$10,005.18
Acct receivable for 2015 Convention	$ 2,000.00
Total LSR Net Worth	$39,493.02
Not included in Total LSR Net Worth	
Funds for the Bob Clarke Award	$ 570.00

Membership Report

At the beginning of November 2014, the membership was 1020, and at the end of January 2015 the membership was 1031.

Please welcome our new members listed below:

Division 1	
Henry Stinson	Fort Worth, Tx
Johnnie Harris	Mansfield, Tx
Cameron Wallace	Arlington, Tx
Division 2	
Ken Mason	Kenner, La
Maureen Mason	Kenner, La
Jay Whitehurst	Metairie, La
Don Fos	New Orleans, La
Division 3	
William West	Grand Prairie, Tx
Ken Brasch	Dallas, Tx
Division 4	
Greg Skov	Leander, Tx
Sandra Lewellen	Bryan, Tx
Division 5	
Dusty Garison	Abilene, Tx
Bob Gillispie	Gruer Tx
Division 6	
Ronnie Pitcock	S Padre Island , Tx
John Miller	San Antotnio, Tx
Division 8	
Stephen Shryock	Splendora, Tx
Michael Gulino	Houston, Tx
Corey Morgan	Cypress, Tx
James Kelly	Houston, Tx

All about the community of model railroading and rail enthusiasm!

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Tom Browning MMR, Owner
5923 Over Downs Circle
Dallas, Texas 75230-4039
214-692-9784 thomascb2004@yahoo.com

Tall Pine Lumber Company

Tall Pine Lumber Company RR
West Coast Logging in On3
Chuck & Laurie Lind
3680 County Road 324
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979-219-3305

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Building New HO & HOn3 Layout
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Home of the Texas Western Train Show
Thursdays 7:00 PM to 9:30 PM
Saturdays 3:00 PM to 9:00 PM

Lackawanna Railroad

Pennsylvania Railroad
Laurel Valley Secondary
Pittsburgh Division Circa 1957
Brady & Jane McGuire, Sherman, Texas
903-868-2726
Southwestern Pennsylvania in Texas O Scale

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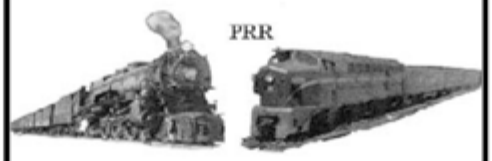

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